negotiations. As I have said in my statement, certain events have occurred as a consequence of which the Sri Lankan Government took some action. This action was to have a blockade of Jaffna. Who suffered in that blockade? Only innocent Tamils, men, women, old people and children. This blockade continued and a situation was being created which was going to be extremely serious. For this particular purpose, the Prime Minister sent Mr. Dinesh Singh, to show our grave concern about the situation in Jaffna area. As I said in the other House yesterday, there has been some indication of unwinding of the economic blockade. There has been some reduction in the intensity of the military activity. Now we have to watch this very carefully because if any solution has to be arrived at or if any political settlement has to be arrived at, it is essential that we must have the agreement of Sri Lankan Government. This is what we are working for. Here I would like to say that in diplomacy even modest progress reserves highest respect. We cannot expect overnight change. There is a history to it. Honourable Members have referred to it. Now, we are hoping that the military activities will be completely stopped; the blockade will be completely lifted. Then we will convey these proposals to the Tamil groups and request them to have a very good look at them because in our judgement these proposals need serious examination, serious consideration by the Tamil groups. This is what our attempt will be.

Madam, one or two points that worried the hon. Members were, why the Government of India is unable to stop some of the actions of the Sri Lankan Government and whether our High Commission and our Embassies abroad have taken enough initiatives and exerted themselves sufficiently. I can assure that both we in Delhi with the Sri Lankan High Commission and our High Commissioner in Colombo have been sparing no effort to keep the Sri Lankan Government informed about what is happening. At the Human Rights Commission, our delegation consists of Mr. Sukul and Mr. Virendra Patil. A resolution was adopted at Geneva at Human Rights Commission for the first time and it was accepted by every Member present and whatever Sri Lankan authorities might say, the fact remains that it was a moral defeat for them. Now, we want that the Government of Sri Lanka should adhere to those proposals of the 19th December so that we can go ahead with our good offices. We have stopped these good offices because after the 19th December, as I said earlier, the Sri Lankan Government have had some reservations. Thereafter, they sent one of their Ministers here Mr. Dissanayake, who met me, met Mr. Chidambaram and we asked him, are you adhering to the proposals of the 19th December or not? I said unless you are going to unwind your blockade and relieve the difficulties, miseries, sorrows and anxieties of the Tamil population and reduce your military activities there, how do you expect the Tamil groups to come and have a discussion either with you or with us? I regret to say that there was no satisfactory answer.

We conveyed this to the President of Sri Lanka. I spoke to him on the telephone twice myself. Our High Commissioner met him a number of times. We conveyed certain messages to him in the month of February that we would like to resume the negotiating process provided these things are done. Yet when the situation in Jaffna reached a stage that it had a few days ago, the Prime Minister said, let us, first of all, look at this paricular problem and he sent Shri Dinesh Singh. He has come back after the discussion with the President of Sri Lanka and has conveyed it to the Prime Minister and in the last 48 hours or more, we have seen some alteration. We are observing it, we are watching it, it our sincere hope, it is our desire, it is our prayer that what has been told to us will in fact be put into practice so that we can re-start the negotiating process and take these proposals to the Tamil groups. We are convinced, Madam, that the only lasting solution, and I want to repeat this and labour this point, can be arrived at through negotiations, through discussions because alternatives have very vague and serious consequences and as hon. Members have said that the security environment in the seas and waters around Southern India, around Sri Lanka is not what it

[Shri K. Natwar Singh]

was and not what we would like it to be and therefore the meddling of outside powers, not entirely friendly to India is naturally a grave concern to us and to our security and we are keeping a very watchful eye on what is going on. We are also making every possible effort to have a peaceful political solution to this problem but that does not depend on us entirely. It depends upon the Sri Lankan Government and we have appealed to them more than once with all the emphasis at our command, as a Government. They are aware of the consequences. I do not want to go beyond this but as hon. Members have said, there are over 50 million Tamilians living in Tamil Nadu. They have relations who live in Sri Lanka. They cannot possibly be indifferent to the sufferings of these people. And when fifty million people of India are concerned about a particular event in Sri Lanka, then the whole of India is concerned about it, then the whole of India shares that anguish, their sorrow, their anxiety. We are in touch with the Tamil Nadu Government. I have on a number of occasions had meetings with the Chief Minister of Tamil Nadu. We want to take everybody together in this exercise, all sections of the House, to arrive at a solution so that this agony of Sri Lanka is a thing of the past.

SHRI V. GOPALSAMY: When certain people become blind, they cannot see any light at all.

THE DEPUTY CHAIRMAN: We will now adjourn for lunch and meet at 3.00 P.M.

The House then adjourned for lunch at sixteen minutes past two of the clock.

The House reassembled after lunch at one minute past three of the clock, the Deputy Chairman in the Chair.

RESOLUTION RE. APPROVAL OF RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE. 1985— *Contd.*

THE BUDGET (RAILWAYS) 1987-88 GENERAL DISCUSSION— *Contd.*

THE APPROPRIATION (RAILWAYS) Bill, 1987

The Appropriation (Railways) No. Bill, 1987

THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1987

THE DEPUTY CHAIRMAN: The Appropriation (Railways) Bills will now be discussed together. The Minister, Mr. Scindia, to move the motion.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Madam, I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Madam, I also beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Madam, I also beg to move:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India that the amounts spent on certain services for the purposes of the Railways during the financial year ended on the 31st day of March, 1985, in excess of the amounts granted for those services and for that year, ss passed by the Lok Sabha, be taken into consideration."

The questions were proposed.

THE DEPUTY CHAIRMAN: We shall now have a combined discussion on these Bills and also on the Rail-

way Budget. As Mr. V. Gopalsamy had not concluded his speech yesterday, he may continue his speech now. Before he resumes his speech, I have to inform the House that the Railway Minister will reply to the debate at 7-00 P.M. today. Yes, Mr. Gopalsamy.

SHRI V. GOPALSAMY (Tamil Nadu): Madam, Deputy Chairman, yesterday, the last sentence I used was...

THE DEPUTY CHAIRMAN: Just a minute. If the House agrees, I will invite Mr. P. N. Sukul to preside in my absence.

SHRI SUKOMAL SEN (West Bengal): Is it training or what?

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): Yes, Mr. Gopalsamy.

SHRI V. GOPALSAMY: Sir, the last sentence that I uttered yesterday, I want to repeat now. Why has such an injustice been done to Tamil Nadu as far as allocation of funds is concerned? When you have allotted huge amounts for so many lines in other areas, if you take into consideration what you have allotted for the Madras Rapid Transit System, it is very little. You have allotted only Rs. 4 crores this year. And, Sir, I cannot see any rationale behind the argument now put forward by the Railway Minister that the Tamil Nadu Government should share the cost, that is, 67 per cent. I want to know whether this was made a pre-condition before this project was launched. You didn't. What for are you suggesting that 67 per cent should be met by the Tamil Nadu Government? The railways is the monopoly of the Central Government. Yes, you can say what happened in Maharashtra. But I want to draw the attention of the Minister to what happened in Calcutta. You have spent Rs. 494 crores there. This year you have allotted Rs. 79 crores for Calcutta metro railway. What for? Just to please the electorate in West Bengal and Calcutta? You have allotted Rs 79 crores for Calcutta metro railway. For Madras railway you have allotted Rs. 4 crores. Now, you are demanding that 67 per cent should be met by the Tamil Nadu Government. I hope the hon. Railway Minister has got some *iota* of affection for Tamil Nadu.

SHRI MADHAVRAO SCINDIA: For Tamil Nadu and for the Member.

SHRI V. GOPALSAMY: Thank you very much. I expect the Railway Minister will not insist on this share by the Tamil Nadu Government.

Mr. Chairman, Sir, the contribution of large amount to general revenue cannot be wholly justified when so many projects are starving for funds.

Track renewal works and electrification need to be given top priority. No excuse of constraint of funds in these fields can be tolerated.

The admission by the hon. Minister that without any appreciable increase in the coaching fleet, he has arranged to introduce additional train facilities, only goes to prove that the age-old coaches with their depleted and worn-out facilities are being run again and again besides causing enormous hardship to the staff attending to repairs and maintenance of such coaches. Many number of trains have been cancelled in vital routes for no valid reasons. Major stations have been transformed into wayside stations. I do not agree with the view expressed by my colleague Mr. Upendra regarding uneconomic lines. The Railway is not for profit motive. It is a public utility service. So the argument of Mr. Upendra should not be agreed to by the Minister. Of course the Railways cannot fetch more income from uneconomic lines in the remote areas, hamlets and small villages. But there is no way out. There are no roads, no transportation, etc. So all these things have to be taken into consideration.

Electrification work has almost come to a halt in the region spread over Tamil Nadu. Conversion of metre

[Shri V. Gopalsamy]

gauge to broad gauge beyond Villupuram on the main and chord lines and electrification on these routes have become a dream to the people of Tamil Nadu.

Sir, coming to track renewal works, the Railways, much against the proclaimed socialist policy, are entrusting the works like laying of new lines, track renewal, deep screening, sleeper renewal and ballast insertion to private contractors. Is it not a deviation? It is to be pointed out that this type of work was being carried out by the department only since the inception of Indian Railways. It is a special type of work needing skill and expertise and could be given up only at the peril of passenger safety. The standard of work done by private contractors cannot be matched with that turned out by the departmental staff. Besides rendering thousands of Railway workers jobless, such practice leads to large-scale corruption at middle and higher levels.

Sir, the Railway Board, as far back as in 1970, laid down instructions that settlement of all dues to the retiring employees should be made on the last day of their leaving the service. It is a pity that in the Southern Railway these orders have been thrown to the winds and the so-called senior citizens of our country are forced to walk up and down the corridors of their erstwhile offices and stand begging before the serving employees. When such is the case on the Southern Railways itself where there are enlightened employees, I am afraid what will be the situation elsewhere in the country. Erring officials, however highly placed they may be, should be dealt with severely. While he has been very liberal in granting new concessions to various citizens, it is for the consideration of the hon. Minister, by way of gesture to the senior citizens of his Ministry, to grant concessional season tickets to those residing in suburban areas.

It is also suggested that a scheme to provide employment to at least one son or one daughter of a retired railway employee at the verge of or immediately after his retirement according to the qualifications, to enable him to be free from the burden of securing employment to his heir, should be prepared.

While it is a laudable object to encourage afforestation, it is a matter of regret that the Railway Board has decided to cancel all licences of Railway lands leased to railway employees under the grow-more food campaign scheme. This has not only resulted in depriving these railway employees from deriving some extra income, but has also deprived the Department of Revenue to the tune of Rs. 30 lakhs per year. This decision of taking away the lands, once developed for cultivation and leasing them to the forest department should be reconsidered and the *status quo ante* restored.

The Minister has showered glowing tributes on railwaymen. But he has failed to protect the interest of his own community at the hands of the Fourth Pay Commission. There was absolutely no justification for the Commission to deny them parity of wages with other public undertakings. As far as the railway workers are concerned, they comprise all categories, industrial engineering, technological, factory workers, open line workers, production line workers, telegraph, telecommunications, research and designs, managerial, commercial, etc. etc. Theirs is a unique field of job and, therefore deserve a better deal. The Ministry has failed to plead the cause of Railwaymen before the Commission. Even now it is not too late. A separate wage commission has to be appointed to go into their conditions of service and emoluments so that their genuine aspirations could be fulfilled.

I would like to draw the attention of the hon. Railway Minister to the genuine demands of Railwaymen. The loco running staff should not be made to work for for more than 40 hours in a week. Increased rates of mileage allowances should be paid to running staff without delay. Thirty per cent element should be

taken into consideration for running staff as obtained prior to Pay Commission report. The category of guards should be made eligible for awards for accident-free service in view of the heavy responsibilities shouldered by them in the safe running of trains like drivers and station masters. All casual labourers on the Indian Railways should be made permanent. Need-based wage should be paid to railway workers. Railway workers in Tamil Nadu should be paid drought relief advance of Rs. 2000/-. Stores Khalasis working in the Stores Department of railways are doing heavy manual labour and should be paid heavy manual allowance. They do not have enough promotional opportunities and therefore all Stores Khalasis should be given the grade of Rs. 950—1500 after five years of service. Orders prescribing ITI qualifications for Khalasis jobs should be rescinded. Increase in working hours by 1-1/2 hours daily for clerks on railways should be withdrawn. Diesel Khalasis with ITI and diploma qualifications serving at Ponmalai and Erode sheds with 5 to 8 years service should be promoted to skilled grades; highly-skilled grade I and II artisans working in oil and acid are given very hard work allowance and this should be stopped.

Loco fitters should be upgraded in skilled, highly skilled grades I & II in the ratio of 35:30:30 as laid down by the Railway Board. Progressive dieselisation has resulted in the closure of steam loco sheds. About 1000 in each division are subjected to retrenchment. The Railway Administration on the Southern Railway has thus planned to retrench about 15000 men as a whole as a result of which promotional opportunities to serving employees and job opportunities to wards of railwaymen are lost.

Repair works to 34 steam locos were being carried out monthly in Ponmalai. These were stopped resulting in 2000 men going jobless. Wagon construction was slowed down. Consequently 400 men were retrenched. Overtime is refused to workers. The Administration has failed to take into account the ever increasing price rise and to order a restudy in respect of incentive time and increase in the incentive bonus accordingly. 21 selected mechanical Khalasis in Ponmalai shops have not yet been given appointment orders though they were selected in 1983.

Sir, all these grievances should immediately be redressed. The present bed-strength at the Golden Rock Railway Hospital is quite inadequate to meet the growing needs of Golden Rock Colony employees as well as other railway employees and it should be increased to 500 beds on top priority.

I hope the Railway Minister will consider the genuine demands of the railway employees. I expect the Railway Minister to allot more funds for Karur Dindigal and Madras Rapid Transit System.

SHRIMATI KRISHNA KAUL (Uttar Pradesh): Mr. Vice-Chairman, Sir, with your permission I rise to speak on and to support the Railway Budget 1987-88 presented by our young and dynamic Minister of State for Railways, Shri Madhavrao Scindia. Let me, at the outset, congratulate Hon. Minister for presenting a balanced pragmatic and imaginative budget which has been widely acclaimed by all sections of the society.

Sir, the Hon. Minister has not only spared railway users from additional levies in passenger fares and freight tariffs, but has also estimated a surplus of Rs. 69 crores for 1987-88 after meeting the dividend liability of Rs. 652 crores in full. This is indeed an achievement for a developing country with a developing economy. This has been made possible by proper direction, clear vision and dedication at the top, and hard work, discipline, sincere and genuine efforts, mutual co-operation by officers and men at all levels of this vast organisation. The Hon. Minister has set a personal example of integrity, humility and discipline for officers and men of the railway family. Such efforts open the gate for public co-operation which was available to the department in great measure and without which success to such a large extent could not be possible.

[Shrimati Krishna Kaul]

Sir, India is a large and highly populated country and is a developing nation, with a big percentage of people living below the poverty line. One must appreciate that we cannot at this stage compare ourselves with developed nations in facilities and service that the railways afford to their people. For instance the track length in terms of track kilometres per million of population is many times more in the western developed countries than in our country. The Hon. Minister has himself conceded in his Budget Speech that there are obvious limitations in resources and capacity but it should be our endeavour to strike a judicious balance. May I quote a few lines from his Budget Speech which make the approach to the problem very clear. "The twin objectives of the Indian Railways are on the one hand to provide a reasonably priced means of transport for the people of this country, and on the other, to measure up to the freight transport demands, thereby strengthening the economic structure of the country. With the obvious limitation of capacity and resources, it is our endeavour to strike a judicious balance between the two." Sir, it is noteworthy that without any appreciable increase in the coaching fleet, the department has managed to introduce additional train facilities through greatly improved utilisation, by adopting various measures like rationalisation of the rail links, minimisng the lie over period, decreasing the vehicle ineffectiveness, increasing the periodic overhaul output, and establishing computerised coaching cabinets.

Sir, it is heartening to see that in spite of the limitations and constraints, the Railways in 1985-86 introduced 8 additional passenger trains and extended the run of a number of trains. In the year 1986-87, nine pairs of new mail express services were introduced and 40 new suburban trains were added. We find that the run and frequency of many trains was extended and a large number of trains were speeded up. Over and above that, what has been done in the last two years, is that the Hon. Minister has announced in no uncertain terms the facilities and services that have to come in 1987-88, *i.e.* from 1-4-1987. These include introduction of six superfast trains, one express train and one metre gauge train. The frequency of a number of trains has been increased and the run of many more has been extended. We are happy that for passenger amenities computerised reservation will commence on five more projects Sixty-seven stations will be developed as modern stations. Second-class sleeper coaches will be cushioned. Base kitchens will be modernised and the machinery to redress publiv grievances will be geared up. May I add that in view of the results shown in the last two years, we are confident that the schemes and projects announced for 1987-88 will be fully implemented. It is indeed, an impressive pressive performance of the Railways under his stewardship.

Now coming to freight movement, the performance of the Railways in freight movement in 1985-86 and in 1986-87 has been excellent. Persual of the printed dates supplied with the budget indicates that in the past most of the increased demand of traffic was met by increase in capacity of the Railways. We now find that the Railways have been able to carry much more, over longer distance with little or no increase in rolling stock. The net tonne kilometres per wagon per day has increased from 1150 in 1984-85 to 1296 in 1985-86 which represents a 12.7 per cent improvement and is further expected to improve to 1321 in the nine months of the current financial year. Simultaneously, the total number of wagons on line have come down to 3,59,614 in 1985-86 from an all time high of over 4 lakh in 1980-81. As for goods trains movement, we find that the average speed of goods trains has increased to 22.3 Kms. per hour from 19.7 Kms. per hour in 1980-81. Measures like computerisation, improved design of assets and withdrawal of steam locomotives are expected to improve the average speed of goods trains. The average load freight of trains has also improved.

It is noteworthy that various new schemes are on the anvil for rehabilitation and modernisation of rolling stock, track electrification, improvement in signalling and computerisation, upgradation of technology in various areas of railway infrastructure which is must for any meaningful development in the future. May I suggest that it is necessary that the Railways use heavier rails with higher tensile strength on heavier density routes along with better track structures, to improve not only the smoothness in travel but also to reduce the frequency of attention required for maintenance and supervision. In addition to the above, use of electronics based equipment for signalling, higher horse power electric locomotives and diesel locomotives, light weight coaches, computerised freight operation information system, are new frontiers of technological improvement which also need to be taken in the stride.

While Railways should spare no effort to obtain and assimilate state of art, technology from world over, they must ensure that the technology imported is suitable for Indian conditions and that the product can be indigenously manufactured within the shortest possible time.

The concept of developing model stations is most commendable as they will serve as an example for other stations. However, I would like to point out that in this effort, Railways will need support of the using public. May I suggest that Railways carry out a concerted drive through the media to educate the public for proper utilisation of the facilities provided, specially in public hygiene, cleanliness use of lavatories and bathrooms and railway furniture.

Sir, the human touch in the totally professional outlook of the hon. Minister is quite clear in the Railways budget proposals. It is welcome to note that care has been taken to provide 75 per cent concession to war widow travelling in II class, and to extend 50 per cent concession available to the deaf and dumb, for season tickets also. For the young, 25 per cent concession in II class fare allowed to groups of youth will continue. The addition of the concession in freight on the movement of fodder raised from 8 per cent to 25 per cent and 33 per cent concession to be given on the fare of special trains for kissan tours, is really very thoughtful. In this context may I suggest to the hon. Minister, for the hon. Minister's consideration the granting of concessional traiff for the export sector which needs all possible assistance from the Government at the present time (*Time-bell rings*).

Now, Sir, I would like to make some further suggestions for the consideration of the Government. So far as I am aware, in-position reprofiling of worn-out rails has not yet been adopted by the Indian Railways. The present practice of off-track rail surface rectification and re-profiling in a depot is expensive, cumbersome and time-consuming. The track has to be removed and then reassembled at the site after repairs. Therefore, rectification and reprofiling of rails inposition without removal of track should be undertaken by the Indian Railways as is already being done in other advanced countries. A stich in time saves nine' goes the poverb. To increase the life and utility of rails and to reduce the rate of deterioration of track and to effect economy in track maintenance and reconditioning, it is important that the track is reprofiled regularly before it deteriorates beyond repair. This is possible only if the track maintenance is simplified and reprofiling is done inposition. I feel, if this process is adopted by the Railways, it will greatly improve the productivity of track maintenance.

The next point which I would like to make is with regard to computerisation of reservation. It is certainly a

[Shrimati Krishna Kaul]

most laudable step forward towards simplification of the reservation process and elimination of hardship and malpractices. But there is always the other side to it. Every new step forward needs certain adjustments and modifications in its practical applicability. For instance, the computer allots seats at random, that is at different places to a family unit consisting of say father, mother and daughter in the Chair Car or AC Sleeper in the Rajdhani or in some other similar train which causes great inconvenience to them. Again, single women passengers find it very inconvenient to travel when seat is allotted to them by the computer between two male passengers on both sides in a Chair Car. A programme should be so designed by the computer to adjust family members and for alloting seats to single women passengers near each other, on their request, as was being done earlier. Passengers are greatly inconvenienced and dissatisfied with this aspect of computerised reserveration system and it needs to be looked into immediately.

The next point which I would like to refer to is regarding travelling on the roofs of carriages and the unhygienic condition of lavatories in certain trains. May I suggest that a survey should be conducted to identify the trains and the areas in which travelling on the roofs of carriages is a common sight? This practice is dangerous, unhealthy, highly inconvenient and uncivilised. Government should provide additional accommodation by whatever means possible to improve the pathetic state of affairs in such sectors. Simultaneously, stricter enforcement of law and proper education of the travelling public through the media must be intensified. As for the lavatories, greater attention for their cleaniiness and upkeep is imperative. Continuous water supply has to be assured and routine cleaning and washing of lavatories at intermediate stations should be undertaken as a matter of essential service. Special attention must be paid to trains like the Taj Express and other such trains which cater to tourist traffic.

Before I close, I would like to mention that eastern U.P. and north Bihar are the most thickly-populated areas in the country, but strangely enough, during the last fifteen years, to the best of my information, except for the conversion from metre gauge to broad gauge of the Barauni-Barabanki line, there has been no new development either by way of expansion, electrification or conversion. Thus, the people of this area not as easily connected as others with the mainstream of the country. I would earnestly request the hon. Minister to give top priority and special attention to this sector of the travelling public.

Well, though the Budget indicates that the Railways are no longer in the red, yet, the Plan outlay of Rs. 2980 crores proposed for the year 1987-88 is by no means an adequate response to the challenge of replacement and modernisation. Despite the proposed market borrowings of Rs. 300 crores during 1987-88 and Rs. 250 crores in the current year by the Indian Railway Finance Corporation, Railways would be heading for a serious crisis if adequate funds are not provided at the appropriate time for this essential service. In view of the critical interlink between the performance of Railways and the national economy in general, railway requests for development funds need to be strongly supported.

Sir, in the end may I hope that the trend of hard work dedication and efficiency set-up by the Railway Minister and the railway family will continue with vigour and energy in the coming years. I am reminded of Pandit Jawaharlal Nehru for whom "aram was haram" and the 'levely' dark and deep' woods could not lure him to rest and despite because he had promises to keep and miles to go before taking relaxation.

With these words I reiterate my support for the Railway Budget of 1987-88.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): I request the Members of the Treasury Benches kindly to speak for not more than 10 minutes. Otherwise, some of their friends will be losing their chance outright.

SHRI BIR BHADRA PRATAP SINGH (Uttar Pradesh): This restriction should have started since yesterday itself. If you look to the debates, there was absolutely no restriction yesterday.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): In the best interest of our friends, you may kindly see to it. Now the Deputy Chairman has said that at 7.00 the Minister will make his reply.

SHRI J. P. GOYAL (Uttar Pradesh): My name was there.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): Names from your side are three or four and from Treasury Benches there are 22 names.

SHRI J. P. GOYAL: I am of the view that the Members from the Treasury Benches should not be given so much time because the Minister will make all the points. (*Interruptions*). If they want to speak, they can be brief.

SHRI MADHAVRAO SCINDIA: It will be oppression by the minority.

श्री घन श्याम सिंह (उत्तर प्रदेश): उपसभाध्यक्ष जी, 1853 में बम्बई से थाणे तक 34 किलोमीटर मार्ग पर पहली रेलगाड़ी चलाई गई थी जो अब 61,836 मार्ग किलोमीटर वाली एक विशालतम रेल प्रणाली बन गई है। सही मायने में रेलें देश में सबसे बड़ा सार्वजनिक उपक्रम हैं जिसमें लगभग 16.13 लाख व्यक्ति देश सेवा में लगे हैं।

रेलें देश के आर्थिक विकास तथा औद्योगिक विकास में महत्वपूर्ण भूमिका अदा कर रही हैं तथा देश को एकता में बांधने का भी कार्य कर रही हैं। मैं इन्हीं रेलों के कार्यकरण एवं 1987-88 के बजट के समर्थन में अपने विचार रखने के लिये खड़ा हुआ हूं।

उपसभाध्यक्ष महोदय, माननीय सिंधिया जी को मैं धन्यवाद देता हूं जो उन्होंने अपनी लगन एवं सतत प्रयासों से संरक्षा, सुरक्षा एवं समयपालन के आदर्शों को वापस रेलवे सिस्टम में ला दिया है। महोदय, 1983-84 में हमें 45 करोड़ रुपये का घाटा हुआ, 1984-85 में 196 करोड़ का घाटा हुआ जब कि 1985-86 में 179 करोड़ रुपयों का अधिशेष दिखाया गया है। यह तब है जब कि सामान्य राजस्व में 507 करोड़ रुपया पूर्ण लाभांश का भुगतान करने के बाद तथा मूल्य ह्रास आरक्षित निधि में 920 करोड़ रुपया अंशदान करने के बाद है जो अपने आप में एक मानक है।

मेरे एक माननीय मित्र कल इसी सदन में कह रहे थे कि जनता राज के समय में इससे अधिक अधिशेष रहा है परन्तु वह यह भूल गये कि इस समय मूल्य ह्रास आरक्षित निधि में 10 प्रतिशत का प्रावधान किया गया है, उस समय यह बहुत कम था। गत तीन वर्षों में रेलों में माल ढुलाई की क्षमता के उपयोग में जो वृद्धि हुई है उसकी जितनी प्रशंसा की जाय थोड़ी है। हमारी रेलें माल ढुलाई की क्षमता के उपयोग में विश्व की अग्रणीय रेलों में से एक है तथा विकसित देशों की रेलों को हमने पीछे छोड़ दिया है। सबसे व्यापक रेल माल परिचालन कुशलता का संकेतक प्रति माल डिब्बा प्रति दिन शुद्ध टन किलोमीटर माना जाता है। यह 1984-85 में 1150 टन किलोमीटर से बढ़कर 1985-86 में 1296 और 1986-87 के प्रथम 11 महीनों में 1350 हो गया है। जब हम जनता शासन के जमाने के आंकड़े उठाकर देखते हैं तो पता चलता है कि 1977-78 में

[श्री घनश्याम सिंह]

970, 1978–79 में 1000 और 1979–80 में 972 था। ये आंकड़े अपने आप स्पष्ट करते हैं कि हमने रेलों के मामले में कितनी प्रगति की है और हमारे अधिकारियों और कर्मचारियों ने कितनी मेहनत की होगी जिसके कारण यह प्रगति हमको हासिल हुई है। यह कुशलता दर्शाती है कि हमारी रेलों में कार्य कर रहे कर्मचारी एवं अधिकारी कितनी मेहनत एवं लगन से कार्य कर रहे हैं। आज देश को इनके ऊपर गर्व है तथा हमें आशा है कि भविष्य में भी इनका मनोबल बना रहेगा तथा विकास की यही गति बनाये रखेंगे।

माननीय मंत्री जी की मैं इसलिये और तारीफ करना चाहूंगा कि उन्होंने नवम्बर, 1985 में अनुदान की अनुपूरक मांगें प्रस्तुत करते समय 95 करोड़ रुपये के घाटे की प्रत्याशा की थी तथा सदन को आश्वासन दिया था जिसे मैं कोट करता हूं --

"हमारा सतत प्रयास होगा कि इस अन्तर को चालू वर्ष की अवधि में और अधिक गहन यातायात उपायों के जरिये यथा सम्भव अधिकतम मात्रा में पूरा किया जाएगा"

हमें प्रसन्नता है कि उन्होंने 95 करोड़ के घाटे को ही पूर्ण नहीं किया वरन 570 करोड़ रुपये सामान्य राजस्व में पूर्ण लाभांश को जमा कराने के बाद 11 करोड़ रुपया अधिशेष होने की आशा की है। इस तरह से उन्होंने जो वायदा किया था पूरा कर दिखाया है।

आज देश में नयी लाइनों की अत्यधिक आवश्यकता है। नेशनल ट्रांसपोर्ट पोलिसी कमेटी ने इस शताब्दी के अंत तक 5000 किलोमीटर नई रेल लाइनों की आवश्यकता को महसूस किया है जिसके निर्माण में 1980 के कांस्टेंट प्राइस के आधार पर लगभग 1250 करोड़ रुपये की आवश्यकता समझी थी जो प्रतिदिन बढ़ रहा है।

इस समय रेलवे ने 35 लाइनों का कार्य हाथ में ले रखा है जिसके अन्तर्गत 2940 किलोमीटर की लाइनें हैं तथा जिन्हें पूरा करने के लिए ह 1700 करोड़ रुपये की आवश्यकता है जबकि आपने 1986–87 में 100 करोड़ रुपये का प्रावधान किया था और इस काम के लिए 1987–88 में 147 करोड़ रूपये का प्रावधान किया है। यह कार्य किस प्रकार से पूरे किये जायेंगे यह रेलों की सब से बड़ी आवश्यकता एवं समस्या है।

मैं माननीय मंत्री जी के इस विचार से सहमत हूं कि हमें जो धन हमारे पास है उसे प्राथमिकताओं के आधार पर व्यय करना पड़ेगा तथा रिहेबिलिटेशन और आधुनिकीकरण नये निर्माण से पहले आते है इसे कोई भी नकार नहीं सकता है परन्तु रेलवे सिस्टम केवल आधुनिकीकरण करे इसी से कार्य चलने वाला नहीं है वरन जिन क्षेत्रों में रेलवे लाइनें नहीं है उन्हें देश में दूसरे भागों से जोड़ना भी रेलवे का कार्य है। मैं आपके माध्यम से प्लानिंग कमीशन से भी अनुरोध करना चाहूंगा कि पिछले दिनों कुल योजना का रेलवे पर जो परिव्यय हुआ था वह इस प्रकार है। प्रथम पंचवर्षीय योजना में रेलवे पर 11.05% था दूसरी पंचवर्षीय योजना में 15.43% तृतीय पंचवर्षीय योजना में 15.45% चौथी पंचवर्षीय योजना में 5.92% पांचवीं योजना में 5.97% रह गया और छठी पंचवर्षीय योजना में 5.23% है और सातवीं पंचवर्षीय योजना में थोड़ा सा बढ़ा है जो कि 6.9% हो गया है इस प्रकार से यह देखने में आता है कि चतुर्थ पंचवर्षीय योजना काल से रेलवे की निधियों का आबंटन कम होने लगा तथा रेलों का कार्य पिछड़ने लगा। मेरा प्रधान मंत्री जी एवं प्लानिंग कमीशन से आग्रह है कि इस विषय में पुनर्क्षण करें तथा कम से कम कुल योजना परिव्यय का 10% इस योजना काल में रेलवे को दें तथा जब तक पूर्ण विकास न हो देते रहें अन्यथा रेलवे अपने संसाधनों से अगले वर्षों में जैसे कि हम आशा लगाए बैठे है अपने कार्यों को पूरा नहीं

कर पाएगा । मैं यहां पर यह भी मन्त्री जी से कहना चाहूंगा कि पूर्व में जो घोषणाएं प्रधानमंत्री जी एवं मंत्रीगणों द्वारा की जाती रही है उन्हें पूर्ण करने का उत्तरदायित्व आपके ऊपर है क्योंकि उनमें हमारी सरकार की साख लगी हुई है । इसी क्रम में मैं भटनी से बनारस लाइन का याद दिलाना चाहता हूं जिसका आश्वासन दसियों साल से चला आ रहा है । कृपया इसे पूर्ण कराएं ।

माननीय मंत्री जी ने आठ नयी रेल गाड़ियां चलाने की घोषणा की है जिनका मैं स्वागत करता हूं । कुछ गाड़ियों के फेरे बढ़ाए हैं वह भी एक अच्छा बात है। कुछ के चालन क्षेत्र का भी विस्तार किया जा रहा है कुछ की रफ्तार बढ़ाई जा रही है वह भी प्रशंसा की बात है । परन्तु मैंने जब इन गाड़ियों पर निगाह डाली तब मझे एक भी पैसेंजर गाड़ का नाम देखने को नहीं मिला । माननीय मन्त्री जी यह सत्य है कि आपके पास मांग ले कर आने वाले तथा वकालत करने वाले जो भी आते हैं वह अधिकतर जिन मांगों को ले कर आते हैं उन्हें आपने पूरा किया है । आज जब मैं बम्बई आता हूं तो सबर्बन रेलवे का जाल देखता हूं तथा लाखों व्यक्ति अपना काम-काज करने सबर्बन रेलों द्वारा बम्बई आते जाते है। परन्तु देश की राजधानी दिल्ली में जब निगाह डालता हूं तो शायद मझे लगता है कि एशियाड के समय जो कोच आपने चलाए थे उन में भी शायद कुछ कमी हो गई है क्योंकि दिल्ली में अपने क्षेत्र में इस प्रकार की गाड़ियों की आवश्यकता नहीं है वरन दिल्ली में आने वाले व्यक्ति दिल्ली में चारों ओर से जैसे उत्तर प्रदेश में मेरठ अलीगढ़ मथुरा जैसे नगरों की ओर से दिल्ली में कार्य करने वाले यात्री आते हैं। मैं चाहूंगा कि आप इन नगरों को इ० एम०यू० अथवा नई पेसेंजर गाड़ियों से जोड़ दें । इससे दिल्ली का भार भी कम होगा तथा छोटी दूरी के यात्रियों को सुविधा मिलेगी... (*समय की घंटी*) मैं दो तीन मिनट मे समाप्त कर दूंगा । माननीय मंत्री जी ने कम्प्यूटराइजेशन से दिल्ली से आरक्षण करा दिया है, इससे यात्रियों को सुविधा हुई है । अगले चरण में मद्रास, बंगलौर, भोपाल, सिकंदराबाद एवं लखनऊ में आरक्षण कराने जा रहे हैं यह बहुत अच्छा है । इससे आरक्षण में भ्रष्टाचार की शिकायतों पर काबू पाया गया है। परंतु मैं देखता हूं। कि दिल्ली मे अब भी आरक्षण पैसे लेकर दलाल लोग स्टेशन पर कर देते हैं । इसे सख्ती से रोकने की व्यवस्था करो ।

आपने 67 स्टेशनों को आदर्श स्टेशनों के रूप में विकसित करने का निर्णय लिया है यह बहुत स्वागत योग्य है । मैं चाहूंगा कि अलीगढ को भी एक आदर्श स्टेशन के रूप में विकसित कराने का कष्ट करेंगे । आपने द्वितीय श्रेणी के सभी कोचेज में कुशन लगाने का जो कार्यक्रम बनाया है यह यात्रियों को सुविधा दिये जाने की ओर आप सचेत है, का द्योतक है । अब तक जनरल यह देखा जाता था कि किसी यात्री के साथ रास्ते में रेल में कोई दुर्घटना हो जाती थी तो उसे अगले स्टेशन पर उतरकर रिपोर्ट करनी पड़ती थी इसलिए या तो यात्री रिपोर्ट करने की खातिर अपनी ट्रेन छोड़ता था अथवा वह रिपोर्ट दर्ज नहीं कराता था । आपने नयी व्यवस्था के अंतर्गत यह प्रावधान कर दिया है कि टी०टी०ई० या कंडक्टर को वह सादे कागज पर रिपोर्ट लिखकर दे देगा तो उसकी वह रिपोर्ट लाज कर ली जायेगी । इससे आपका रिपोर्टिंग सिस्टम अच्छा होगा और जो दुर्घटनाएं इस तरह के से होती है जो कुछ शरारती तत्व है उन पर काबू पा सकेंगे आप कामयाबी हासिल करेंगे जब रिपोर्टिंग ठीक होगी ऐसा मेरा विश्वास है और बातें मैं थोड़े में कह रहा हूं जैसा कि उपसभाध्यक्ष जी का आदेश है। मैं कुछ अपने स्थानीय समस्याओं के ऊपर आपकी निगाह डलवाना चाहता हूं ।

उपसभाध्यक्ष (श्री पशुपति नाथ शुकुल): मैंने थोड़ा सा कम करने के लिए नहीं कहा, मने ज्यादा कहा है ।

श्री घन श्याम सिंह : मैंने बहुत कुछ कम कर दिया है मैं कोई ज्यादा नहीं कहना चाहता हूं । मैं नयी लाइनों की बात नहीं कहूंगा क्योंकि मैं जानता हूं कि आपके पास धन की बहुत कमी है । उत्तर प्रदेश की बात आप कह रहे हैं मैं जानता हूं कि आपकी बात सही है ।

अलीगढ़ नगर में आपके दो रेल सड़क पुल बन रहे हैं बल्कि अलीगढ़ जिले में कहूं तो ज्यादा अच्छा है । एक सड़क पुल का काम आपका पिछले 4 साल से चल रहा है और मैं यह देख रहा हूं कि शायद रेलवे का काम उस पुल पर नहीं हो पाया है यह जी०टी० रोड पर सोमना और अलुपा स्टेशन के बीच में एक्जिस्ट करता है । रेलवे का काम बीच में अधुरा पड़ा हुआ है जिसकी वजह से यातायात अभी फाटक से निकलता है ; मैं समझता हूं कि शायद इसमें तेजी लाने की आवश्यकता है । पैसे की बात नहीं है पैसे तो आप आलरेडी इस पर खर्च कर चुके है, कर रहे है । दूसरा जी०टी० रोड पर पूरब की तरफ अलीगढ़ में बन रहा है । उसमें पी०डब्ल्यू० डी० को जो काम करना था उसने वह कर दिया है । मैं चाहूंगा कि रेलवे के काम को शीघ्रतिशीघ्र पूरा करायें... (**व्यवधान**) यह पुरानी है आपके जमाने की नहीं है ।

अलीगढ़, बरेली मुरादाबाद रेलवे लाइन है । 40 वर्ष से मैं देखता हूं कि उस रेलवे लाइन पर कोई भी विकास नहीं हुआ है । न तो आपने कोई नयी रेलगाड़ी चलाई है न किसी गाड़ी की गति ही अब तक तेज की है । विकास के नाम पर आपका जो किया हुआ है बहरहाल वहां के लोग उस रोशनी को नहीं जानते है जो रेल के विकास में आई है मैं चाहूंगा कि आप कुछ न करें तो कृपया उसके टाइमटेबुल को उठाकर देखें तथा रेलवे अधिकारियों से पूछे कि इस रेल लाइन पर आप क्या करने जा रहे है और क्यों नहीं करते तथा क्या कारण है । आप कृपया इसको देखें और कुछ ऐसी व्यवस्था कराय जिससे विकास का लाभ उस क्षेत्र के लोगों को भी मिले । यह अलीगढ़ बरेली मुरादाबाद डिवीजन में आता है कुछ इलाहाबाद डिवीजन में भी आता है नार्थन रेलवे में । एक गाड़ी टूंडला से अलीगढ़ तक आती है । इसके पावर और कोचेज अलीगढ़ में 8–9 घंटे तक खड़े रहते हैं। सुबह प्रातःकाल टूंडला से चलकर अलीगढ़ 9 बजे पहुंचती है और शाम को 5 बजे वापस जाती है । मैं केवल आपके उन कोचेज और पावर जो आइडियल खड़े रहते है उनके उपयोग की बात कहता हूं कि कृपया ज्यों का त्यों उस गाड़ी को दिल्ली भेजें और लौटाकर फिर अलीगढ़ तक पहुंचा दें तो उसी समय तक फिर वापचे टूंडला जा सकते है इससे रेलवे को आर्थिक लाभ भी होगा और कोई रेलवे का इसमें विशेष धन भी लगने की आवश्यकता नहीं है सिर्फ इस्तेमाल करने की बात है क्योंकि आपके जो कोचेज इस्तेमाल नहीं हो रहे है उनका इस्तेमाल हो जायेगा ।

ए०जी०एन० गाड़ी अलीगढ़ से चलती है दिल्ली के लिए । इसमें प्रथम श्रेणी का कोच नहीं है । यदि आप यह कर दें और कोच लगवा दें तो बड़ी मेहरबानी होगी । प्रयागराज एक्सप्रेस की बात –मैं पिछले डेढ़ साल से कर रहा हूं, आपके पत्र भी मुझ को समय–समय पर मिलते रहे हैं....एक मिनट, मुसीबत है कि हमारे कुछ साथियों को मच्छरों से बड़ा डर लगता है । क्या करें गोयल साहब को मच्छरों से इतना डर लगता है कि बेचारे अलीगढ़ के स्टेशन पर रुकना नहीं चाहते हैं । मैं केवल एक बात कहना चाहता हूं कि मुझे आप के 2 पत्र मिले हैं । मैंने जब तब आपसे बातचीत की है । इलाहाबाद से लौटते समय भी, प्रयागराज एक्सप्रेस को ठहराव देना । अलीगढ़ से दिल्ली/नयी दिल्ली जाने वाले यात्रियों की सुविधा के लिए 18 मेल/एक्सप्रेस तथा 3 पैसेंजर गाड़िय उपलब्ध हैं । इसी अलीगढ़ 13

मेल एक्सप्रेस गाड़ियों द्वारा जुड़ा हुआ है। स्पष्ट है कि अलीगढ़ आने-जाने के लिए बहुत बड़ी संख्या में गाड़ियां उपलब्ध हैं। 92 प्रयागराज एक्सप्रेस का अलीगढ़ स्टेशन पर ठहराव कुछ लोकप्रिय पाया गया है, परन्तु लौटती बार इसका वहां ठहराव लोकप्रिय नहीं पाया गया है। यानी आप उस ठहराव को अपने ही शब्दों में कहते हैं कि लोकप्रिय पाया गया है, परन्तु लौटती बार इसका ठहराव लोकप्रिय नहीं पाया गया है, मैं नहीं समझता कि आपके उत्तर में यह कैसे लिख दिया गया है जब लोकप्रिय नहीं पाया गया और जब वह ठहराव आपने दिया ही नहीं तो यह कैसे पता चला कि लोकप्रिय नहीं है ? मुझे इस बात का अफसोस है। मैं समझता हूं कि जितनी भी ट्रेनें हैं वे रात में ही निकलती हैं और करीब-करीब उससे भी पहले निकलती हैं। संगम एक्सप्रेस पहले निकलती है, जनता एक्सप्रेस उसी वक्त निकलती है और आपकी अन्य ट्रेनें भी हैं। हावड़ा एक्सप्रेस है वह दो बजे ही निकलती है। इन सब को ठहराव दे रखे हैं और लोकप्रिय नहीं पाए जाने वाली बात आपने उत्तर में कही है तो वह कैसे आ गई, मुझे इस बात का अफसोस लगता है। कृपया इस पर आप थोड़ा सा पुनर्विचार कर लें। हमारे गोयल साहब ने मच्छरों के बारे में कहा, क्योंकि अभी तक तो वह आसमान और स्वर्ग में ही रह रहे हैं। थोड़ा सा वह जनता में आयें, और मच्छरों को भी देखें कि जनता को कैसे तकलीफ होती है। इन इलाहाबाद के लोगों को भी मालूम पड़ जाए तो ज्यादा अच्छा है। मैं चाहूंगा कि इस पर भी आप जरा विचार कर लें।

श्री माधवराव सिंधिया : दूसरे क्षेत्र के यात्रियों की दृष्टि से लोकप्रिय होगा, अलीगढ़ के यात्रियों की दृष्टि से तो लोकप्रिय होगा ही।

श्री जगश्याम सिंह : इन पर आप विचार कर लें। आसाम मेल एक गाड़ी चलती थी जिसका ठहराव हमेशा अलीगढ़ तक था। आपने उसका नाम बदलकर नार्थ ईस्ट एक्सप्रेस कर दिया, हमें कोई परेशानी नहीं है। आप कोई भी नाम रखें। लेकिन जो गाड़ियां चलती हैं उनके नाम बदलने से कोई लोकप्रियता नहीं मिलती बल्कि सुविधाएं बढ़ाने से लोकप्रियता मिलती है। परन्तु जो सुविधा पहले थी कम से कम उसे तो रहने दें। इसके बारे में एक बार फिर विचार कर लें तो मेहरबानी होगी। कलवा और सोमनाथ के बीच एक हाल्ट आपने बनाया है, गाड़ियां भी रुकती हैं लेकिन बुकिंग की सुविधा नहीं है, इस सुविधा को भी आप वहां पर बना दें। आपके जमाने में, अभी आपने कहा कि दो पुल आप बनवा रहे हैं। एक पुल अलीगढ़ नगर में रामघाट रोड पर, जहां पर एक तरफ शहर है, दूसरी तरफ लड़कियों का स्कूल है, जहां पर आने-जाने की अत्याधिक असुविधा रहती है। मैं चाहूंगा कि एक सड़क पुल आप अलीगढ़ नगर को देने की कृपा करें। आप उसे अपने काल में बनवा दें तो उसे आपके नाम के साथ जोड़कर हम आपके काम के बारे में कहा करेंगे। इन शब्दों के साथ मैं आपके इस बजट का समर्थन करता हूं। धन्यवाद।

SHRI J. P. GOYAL: Sir, an impression has been created in the House since yesterday that the Railway Budget, being a surplus budget, is a very good budget, and the hon. Railway Minister has been praised for bringing the surplus Budget. But the fact is that the prices are increased sometimes in the month of December and January before the Budget Session which starts sometimes towards the end of February every year., in which not only the Railway Budget but also the General Budget, both are introduced. So is the case with the Railways. They increase the freight charges and the passenger fares.

SHRI MADHAVRAO SCINDIA: Not the passenger fares.

SHRI J. P. GOYAL: I tell you. I shall demonstrate it. From the 1st of December, 1986 the charges were increased, both the freight charges and

[Shri J. P. Goyal]

the passenger fares, I think. This we have been crying against for the last few years.

SHRI MADHAVRAO SCINDIA: Not the passenger fares.

SHRI J. P. GOYAL: Not the passenger fares? The freight charges only? Any way, I would request the hon. Minister not to follow the same thing which is being followed regarding the General Budget because it would amount that Parliament is being ignored and the executive becomes Parliament in these two months of December and January just before the Parliament Session begins. In fact, I do not want to go to other subject matters. For example, this matter which is going on for the last two days. Parliament is rather shut up, Members are shut up to say anything in Parliament. In fact, Parliament has been ignored and is being ignored. So, you should not do that in future, Whatever freight or whatever passenger charges you want to increase, please do it in your Railway Budget. Similarly, I would request the Government regarding the Finance Budget also that whatever taxes you want to increase, please do it and bring it in the Budget. That will give credibility to the Government. Otherwise it appears that the Parliament is being ignored and at the time when you present the Budget you want to show to the people that you have not increased the taxes and charges. Because I am on this aspect of the matter, I want to demonstrate it. This was also disclosed in the other House. Figures are like this. Because of the increase in the freights in December 1986, the Railway Minister is going to collect about Rs. 1,000 crores during 1987-88. From 1st December, 1986 the freight rates were revised in a manner that they would bring something like Rs. 80 crores per month in the Railways. During 1980-81 per passenger per kilometre fare was Rs. 3.97. It was raised to Rs. 3.15 in 1985-86. The freight in 1980-81 was Rs. 10.50 per tonne per kilometre. It was raised to Rs. 20.50 in 1985-86. Again it was increased by 15 per cent last year. You look at the summary of the Budget. This will confirm this view.

This already you are going to get on account of that increase, about Rs. 1300 crores for 1987-88. That is the reason that in this Budget you have not made the increase. It is because the increase has already been made with effect from December, 1986. I would, therefore, request the Government that this thing should not be repeated. Otherwise the sittings of Parliament would be just a mockery.

Now, I would like to come to other points, I happened to be an advocate in a case of casual labourers. From Barabanki to Samastipur I think it took about eight to ten years for converting metre-gauge to broad-gauge. Thousands of workers worked to make it broad gauge. They were known as casual labourers. The case of these thousands of workers came up to the Supreme Court because after the line was made into broad-gauge, they were thrown out. They said you go wherever you like to go. The writ petition was filed in the Supreme Court and Justice Desai presided over the Bench. After a number of hearings a formula was found out. In the Railway Establishment Code there is a provision that if you work for six months as casual labour, then you get the quasi-permanent status. Therefore, an order of the court was made that all these labourers must be absorbed by the Railway Department. In spite of the judgment of the Supreme Court, I understand many of them have not been absorbed so far. I would request the hon. Minister to look into that aspect of the matter.

There is no doubt that within the last few years and in this year also the number of trains has increased. This happened during the period of Shri Kamlapati Tripathi when he was Railway Minister and also in your

time. There is no doubt about it. Along with it population also increased. It is just like the point that a number of colleges and universities have opened, but still the rate of illiteracy remains the same—about 64 per cent. So, in spite of your efforts to increase the number of trains, with the increase of population and the business activity, the number is not so much as it should have been. I toured a number of countries in Europe some two years back. I think the Minister must have gone there a number of times. For example, from Munich to Frankfurt and Frankfurt to Munich there are 47 trains each running every half-an-hour. There is no problem for reservation in any train. I did not find any difficulty for reservation. I would request the Minister to mobilise the resources and we will all cooperate with you for running more trains in our country. Of course, there are a number of tracks to be renewed, I will not come to that. You must increase number of trains as early as possible. If one train comes from Calcutta to Delhi after one or two hours the same train should go from Delhi to Calcutta. Of course, some time is needed to clean the train. If not one hour, after two hours the same train should go from Delhi to Calcutta. Just as we are spending more money for our defence, why not we spend more money for our railways also and increase the number of trains? We should not be happy about the surplus budget. Maybe next year we may have deficit budget. This will not solve overcrowding problem. Some people who wanted to go to Bombay, they do not get reservation either in first class or second class for 2 to 3 weeks. They approach Members of Parliament for getting reservation. In my opinion, this problem can be solved if more trains are introduced so that everybody on the spot can get reservation. This is one aspect of the matter.

The other aspect is about punctuality of trains which you could not achieve so far. Suppose you have to change another train, if you are delayed, then, you will not get that train. When there is punctuality of trains in Europe, I do not see any reason why we cannot achieve it if our staff is efficient.

Then the other thing is about safety of passengers. Recently there has been a very serious accident. With this situation of law and order in our country, I would suggest that the railway protection force should be further strengthened to protect our railway lines to avoid accidents. The second class coaches require lot of repairs, particularly the latrines are very dirty. Of course, when Members of Parliament or Ministers travel in first class or air-condition coaches somebody from railways tries to obtain our signature that everything is clean. I do not know why you give preference to us. There should not be any discrimination. We are not above common man. They should obtain signatures from common passengers also who travel by second class. Therefore, when the Members of Parliament, Ministers and high ranking officials travel, everything is all right. But you should insist that in every compartment they should obtain signatures at least from five persons to the effect that everything is all right. More second class coaches should be attached to every train. I agree with an hon. Member's suggestion from the other side that there should be more Janata trains than what they are today.

It has been mentioned in the other House also that there are no guides when you change any train. Because of overcrowding at the railway station platforms, it becomes very difficult to locate a train. Therefore, there must be guides who can tell the passengers that this is your coach and this is your reservation number.

I would request the Government to tax rich people, as much as possible, exclusively for the development of

[Shri J. P. Goyal]

our trains for the development of our Railway Ministry and Railway department and have more number of trains. With these suggestions, I would conclude in respect of the merits of the Railway Budget. As regards my region, I come from a small village in the district of Muzaffarnagar. Since everybody has said something about his region, I also must say something about my region. I come from an area which was formerly coverd by the S.S. Line Railways. Then after a number of years, we have got Northern Railway, the broad gauge. But all the rotten compartments from all the trains, from Bombay and elsewhere are there. If you travel, you will find that first class is only in one Express Train because of the fact that we people of the western districts of U.P. are considered to be rufflans. We are not considered to be civilised though we have a number of colleges there. (*Interruption*).

4 P.M.

SHRI MADHAVRAO SCINDIA: From good standard to sub-standard transformation, are you sure, does not take place in your region?

SHRI J. P. GOYAL: No, I have travelled in those compartments. They are the rotten ones and I have not seen such compartments in other trains in India. I do not know from where those compartments are brought. (*Interruption*).

SHRI MADHAVRAO SCINDIA: Are you sure that the transformation does not take place in the region itself?

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): He is talking of the general transformation.

SHRI J. P. GOYAL: So, please look towards this problem. You are losing a lot of money on this account. You don't have any ticket checker, you don't have any booking facility on the railway station. Only in respect of Barot and Shamli, these facilities are there. A majority of ticketless passengers travel in this area. The platforms are not upto the standard. Many people died. Please look to the problems of that area. That is the area which will give you more money than any other area. Lastly, I would request for one Railway Station. I request you by writting a letter to you but you have shown your inability in the reply. There is a station Ailum near Kandla. That is a place where Jawaharlal went when I was a boy. That is the place from where a number of freedom fighters come and there are a number of schools and colleges in Barot and Shamli. Students go in the morning time and want to come back in the evening. There is a sugar mill also at Ramala. Workers go from Barot to Shamli and *vice-versa* and that is a very important Railway Station. I would request that the two Expres trains, one from here and one from there should have a small halt of two minutes there. I also come and I also find difficulty. I have to go to Kandla and then come by bus to my place. With these words, Sir, I would conclude.

SHRI RAJNI RANJAN SAHU (Bihar): Mr. Vice-Chairman, Sir, I rise to support the Railway Budget for 1987-88. At the same time, I would like to pour one more basket of contulations on our Railway Minister who has kept in mind the interest of lower and middle class income groups which constitute the bulk of railway passenger and did not make any hike in freight and fare.

Sir, I was listening to the debate of our friends sitting on the other side, and I appreciate the love of Shri Parvathaneni Upendra for Railways. He is not here at the moment. In view of the fact that the freight rate was revised upward which would fetch Rs. 960 crores in the coming years, hence the Railway Minister has taken very correct stand by not increasing freight and fare in this Budget. During the course of the debate in November last, I emphasised on the efficiency and technological development in railways. I am glad that to some extent efficientcy of the railway has increased and they have

been able to move as much as 21.6 million tonnes more as compared to the previous year and have surpassed the target by 9.4 million tonnes.

I do not want to repeat what has been said in the Budget but I again thank the Railway Minister for bringing whopping increase of Rs. 1360 crores over that of the current year, that is in 1986-87; an increase of Rs. 100 crores in the depreciation reserve fund. There is a similar increase in pension fund and clearing the entire current dividend liability of Rs. 652 crores to the General Revenue. It is good that the target of revenue earning has been fixed by originating freight traffic for 1987-88 at 287 million tonnes compared with 258.55 million tonnes in 1985-86 and 272 million tonnes in the revised estimate of 1986-87. This would mean a total originating traffic of 313 million tonnes and transport output of 223 billion net kms. The ordinary working expenses of the Railways for 1987-88 have been placed at Rs. 5750 crores, Rs. 850 crores more than the Budget estimate for the current year. It is highly commendable for the Railway Minister for the surplus budget of Rs. 69 crores for 1987-88 as against Rs. 11 crores estimated for 1986-87. At the same time I would like to warn the Railway Minister that to achieve this herculean task, in view of the current rate of inflation which has been estimated at 6.5 per cent in view of the report of the Economic Survey, it is also hoped that while declaring a surplus he must have taken into consideration the increment of the staff, payment of dearness allowance and would not come again before the House with a revised budget after a few months.

The aspect of stress on comprehensive rehabilitation and modernisation programme with an object of wiping out the accumulated backlog in essential areas like track renewals and electrification target. It is highly commendable that the target on these in 1986-87 has increased over the previous two years by as much as 36 per cent and 67 per cent respectively. With 31 per cent of the Plan Outlay in 1985-86 and 1986-87 being spent under these two heads. Similarly, 32 per cent of the Plan Outlay of the first two years of the Seventh Plan has been spent on rolling stock.

Railway provides reasonably priced means of transport for the people of this country and also measuring up the freight transport demand but there are several areas where the railways are yet to realise their obligation to passengers and other users. These are rampant corruption, railway safety, danger of theft and robbery and other small matters which cause great inconvenience to the users. I am fully beseized with the difficulties of the Railway Minister in the matter of law and order which the Railway Minister may shift the buck of the State Governments on the ground that law and order is a State subject. But the users are not interested in such niceties. For them the railways are a service proffered by the Government. I hope the Railway Minister would turn his attention to minor ills because railway is connected directly with the people. I remind him that taking care of pounds is all very well but someone should look after the pence as well.

Several concessions have been given in the Budget which is in line with the thinking of our Prime Minister and I thank the Railway Minister for giving concessions of 25 per cent to young, 50 per cent concession to handicapped and concessions in freight on the movement of order, 33 per cent concessions to farmers and for the convenience of the people there is a proposal to open 50 new halt stations.

The most important step which has been taken is to increase the provision of depreciation reserve fund but at the same time I request the Railway Minister to give the highest priority to railway development. It is said that the expenditure in rolling

[Shri Rajni Ranjan Sahu]

stock has declined sharply. Correspondingly expenditure on track doubling is to be stepped up in the coming year. I fully endorse the views of our friends that the Planning Commission should provide more funds for 35 on-going projects. The Planning Commission should also provides more funds to complete the target of the Seventh Five Year Plan. For lack of funds, the progress is tardy, so much so the programmes of introducing heavy rails for high-speed trains automatic signalling, electrification of high-density routes are being speeded up now beyond the levels which could not be achieved during the first two years of the current Plan. At the same time, it does not sound well that the Railways are going to complete only 70 kms. of new lines in 1986-87 and only 53 kms. in 1987-88. The programme of afforestation is highly laudable and also in the line of thinking of our Prime Minister's 20-Point Programme. The beautification of stations on the Railways at the rate of a thousand stations annually will surely give a new look to the country. The housing scheme for the employees needs a revolutionary outlook. The Railways have got enormous and valuable lands and without any investment the Railways can make arrangements with builders so that houses can be built without any investment and the amount thus saved can be used for other developmental works.

A device was adopted while placing the Appropriation Bill in November last as 'flattening of the taper' in respect of the telescopic freight tariff. The telescopic scale of freight tariff involves a gradual decrease in the rate of charge for a unit of traffic as the distance increases. This philosophy, to my mind, applied during the price hike on freight in November, 1986, is highly rational and this should be made more scientific. I would like to urge upon the Railway Minister to set up a study group to look into the matter in order to extend it to several other areas. I again congratulate the Railway Minister for introducing computers for freight operations, for introducing computerised freight operations, which would greatly help increased flow of traffic and will also benefit industry and trade.

I would like to emphasise that the passenger traffic is going to increase in the current year. It is estimated that 138 million additional passengers would travel. How would Railway carry so much additional passenger without increasing the number of trains, the number of coaches per train. It is apprehensive to meet such sigcations. At the same time, I would like to point out that if a proposal is sent to the Railway Board, they opposes it tooth and nail on some ground or the other. I would suggest that this sort of attitude should be changed by the Railway Board. As pointed out by my other friends here, the terminal lie-over period is to be reduced. On one hand, Sir, the Railways never tires of declaring shortage of coaches and, on the other hand, it permits lie-over period even up to 28 hours. There are so many rakes lying idle especially at the Howrah end. Secondly, I would also request the Railway Minister to look into the question of non-utilization of coaches. There is one example. The 29/30 Lucknow-New Delhi-Lucknow train for less than ten hours a day and, similarly, the Deccan Queen also runs only for seven hours and for the rest of the day the rakes remain idle. This matter should be looked into by the Minister. Now, Sir, I would like to say something about the statement which came in the papers which was made by the Chairman of the Railway Board. He said that the Railways had consultations with the State Government and the Planning Commission for adopting a consortium attitude for the Mass Rapid Transit System with the involvement of the State Governments as well as the city administrations which is in vogue all over the world. This is a highly progressive attitude. I do not know whether the Bihar Government is being contacted or consulted for any such

programmes. Bihar is having about ten per cent of the country's population and nothing has been done for Bihar in this Budget. There are so many proposals pending with the Central Government sent by the Bihar Government. I would like to say a few words about them. There is a proposal of conversion of MG into BG line between Rohtas and Patharditih to be extended up to Bavanathpur. The importance of this area is that this region is rich in minerals and the rakes can be utilized both ways. The second proposal of the Bihar Government which is pending with you to convert the metre gauge into broad gauge in between Muzaffarpur and Motihari, for setting up a large paper plant which is under consideration. The third proposal which is pending with the Railway Ministry is to construct the railway bridge over river Sone to open a new mineral rich area of Palamu and Rohtas for setting up cement and other industries. Sir, the divisional Headquarters of Hazaribagh and Dumka and other several district headquarters are still without a railway link. The route from Deoghar to Dumka and Godda to Lalmatia coalfield is also not connected with rail. The entire area is a coal belt and can supply coal to super thermal powers like Farrakka and Kahal gaon.

Sir, there is a proposal for rail between Darbhanga and Saharsa, which has also not been taken up. Several proposals made earlier by previous Railway Ministers have not been taken up. I know that due to the paucity of funds you are not taking up these bigger projects. But the proposal of the Bihar Government should be considered because they are prepared to participate in the venture.

There are some small and minor demands from the people of our area. The train from Muzaffarpur-Varanasi up to Allahabad may be given either via Barauni and via Patna. The train running from Bombay to Gorakhpur may be extended up to Muzaffarpur. One A.C., 2-tier sleeper coach may be provided in Mithla Express, the train which is going to Howrah from Muzaffarpur. Though there is a train going to Howrah from Muzaffarpur still we need a super-fast train in view of the influx of huge passengers traffic. Sir, the Railway Board may say that there is "no path or viability". But I hope the Railway Minister will appreciate that there is always a "political path and viability" which I request the Railway Minister to create as it was done at several times by his predecessors Railway Ministers.

Sir, you have introduced so many trains but the introduction has been unbalanced, i.e., all on the southern part of the country. I request that a few trains may be introduced in the eastern part, connecting Bihar, U.P. and Assam also.

With these words, I thank you very much.

श्री सुरेन्द्र सिंह ठाकुर (मध्य प्रदेश): माननीय उपसभाध्यक्ष महोदय, इसके पहले कि मैं रेल बजट पर कुछ बोलूं, 15 मार्च को तमिलनाडु में राइ-पोर्ट एक्सप्रेस की जो दुर्घटना हुई है और जिन लोगों ने डायनामाइट का उपयोग कर के उसको दुर्घटनाग्रस्त किया है उनकी कड़े शब्दों में निन्दा करता हूं और उसकी भर्त्सना करता हूं तथा मांग करता हूं कि ऐसे तत्वों का पर्दाफाश किया जाये और उनको कड़ से कड़ी सजा दी जाये ताकि ऐसे तत्वों को सबक सिखाया जा सके। उस दुर्घटना में जो व्यक्ति हताहत हुए हैं उनके प्रति हार्दिक संवेदना व्यक्त करता हूं तथा जो घायल हुये हैं उनके तुरन्त स्वास्थ्य सुधार की ईश्वर से प्रार्थना करता हूं।

माननीय उपसभाध्यक्ष महोदय, सर्वप्रथम मैं रेलवे बजट 1987-88 का स्वागत करते हुये इस प्रगतिशील और रेलों को आत्मनिर्भरता की ओर ले जाने वाले रेल बजट के लिये केन्द्रीय सरकार और रेल राज्य मंत्री श्री माधवराव सिंधिया जो कि हार्दिक बधाई देना

[श्री सुरेन्द्र सिंह ठाकुर]

चाहूंगा कि उन्होंने इस देश के नेता गरीबों के रहनुमा हमारे प्रधान मंत्री आदरणीय राजीव जी के नेतृत्व में उनकी भावनाओं और अपेक्षाओं के अनुसार आगामी सत्र के लिये रेल सुविधाओं के विस्तार, विकास, आधुनिकीकरण, रेल सम्पत्तियों की सुरक्षा, यात्रियों की संरक्षा और सुविधा, दुर्घटनाओं का रोकथाम, रेल संचालन लागत में कमी, वित्तीय नियंत्रण, अनुशासन, कर्मचारी संबंध और उनके कल्याण जैसे सभी महत्वपूर्ण मुद्दों पर सामंजस्यपूर्ण तथा समन्वयकारी दृष्टिकोण से ध्यान रखते हुये कई रियायतों के उपहार के साथ बचत का रेल बजट प्रस्तुत किया है। रेलें किसी भी राष्ट्र की जीवन रेखा होती है। परिवहन सुविधाओं का विकास तथा विस्तार राष्ट्र की उन्नति का प्रतीक ही नहीं होता वरन् सम्पूर्ण औद्योगिक, वाणिज्यिक एवं आर्थिक विकास की नींव भी होता है। इस रेल बजट में रेल सुविधाओं के विस्तार की दृष्टि से लगभग 8 नई रेलगाड़ियां चलाने का प्रस्ताव, 4 रेलगाड़ियों के चालन क्षेत्र का विस्तार तथा लम्बी दूरी की कुछ महत्वपूर्ण रेलगाड़ियों जैसे बिलासपुर भोपाल महानदी एक्सप्रेस, पुरी नयी दिल्ली एक्सप्रेस, गुवाहाटी नयी दिल्ली, अवध असम एक्सप्रेस की रफ्तार बढ़ाने के प्रस्ताव प्रशंसनीय हैं। परंतु इस संबंध में मैं माननीय रेल राज्य मंत्री जी का ध्यान इस ओर भी आकर्षित कराना चाहूंगा कि बजट में नई लाइनों के निर्माण की जिन 35 परियोजनाओं के लिये मात्र 143 करोड़ रुपये का बजट प्रावधान किया है, उन योजनाओं की कुल परियोजना लागत 1700 करोड़ रुपये है। यदि इसी मान के प्रतिवर्ष बजट आवंटन होता रहा तो वर्तमान मूल्य स्तर के आधार पर ही इन परियोजनाओं को पूर्ण होने में कम से कम 12–13 वर्ष लगेंगे।

इसी प्रकार जहां नई रेलगाड़ियां चलाने का विशाल कार्यक्रम है और योजना के अनुसार कुल 11000 गाड़ियां चलाई जानी हैं वहां बजट में मात्र 8 नई गाड़ियां चलाने का प्रावधान ऊंट के मुंह में जीरे के समान है। यदि मंत्री जी बचत के बजाय रेल लाइनों के बिछाने पर अपेक्षाकृत अधिक ध्यान देते तो अधिक अच्छा होता। इस संबंध में मैं सरकार का ध्यान राष्ट्रीय परिवहन नीति समिति की सिफारिशों की ओर भी आकर्षित कराना चाहूंगा जिसमें नई रेलवे लाइने बिछाने के लिये अधिक बजट आवंटन किये जाने की सिफारिश की थी। परंतु यहां यह भी महत्वपूर्ण है कि योजना आयोग द्वारा भी वित्तीय आवंटन देते समय उन परियोजनाओं को ध्यान में रखा जाना चाहिये जिनकी आधारशिला रखी जा चुकी है।

रेल सुविधाओं के विस्तार के साथ ही इस बजट में यात्री सुविधाओं के विकास की ओर भी पर्याप्त ध्यान दिया गया है।

श्री माधवराव सिंधिया : मैं एक बात को स्पष्ट करना चाहता हूं, उपेन्द्र जी कोई भी कल मैंने स्पष्टीकरण दिया था कि रेल बजट की बचत में और प्लान हेड्स के आवंटन में वृद्धि में कोई संबंध नहीं है, रेल बजट की बचत या घाटा, रेवेन्यू सरप्लस या रेफिसिट होता है। It is not capital investment. It is outside the Railway Budget. If I wish to decrease the allocations to new lines, it would not mean that it is added to the surplus. It has no relation.

श्री सुरेन्द्र सिंह ठाकुर : रेल सुविधाओं के विस्तार के साथ ही इस बजट में यात्री सुविधाओं के विकास की ओर भी पर्याप्त ध्यान दिया गया है। जैसे दूसरे दर्जे में यात्रा करने वाले यात्रियों जो कि कुल यात्रियों के 90 परसेंट होते हैं, की यात्रा को आरामदेह बनाने के लिये दूसरे दर्जे के सभी पुराने शयनयानों में गद्दीदार शायिका की व्यवस्था का कार्यक्रम इस संकल्प के साथ शुरू किया गया है यह कार्य अगले तीन वर्षों में पूर्ण हो जायेगा, इसी प्रकार रेलवे स्टेशनों पर यात्री सुविधाओं के विस्तार के लिये 67 रेलवे स्टेशनों को आदर्श रेलवे स्टेशन के रूप में विकसित करने, रेलगाड़ियों में स्वच्छ और गर्म भोजन देने की सुविधा का विस्तार किये जाने के प्रस्ताव सराहनीय है। दुर्घटना चाहे वह कहीं भी हो, एक ऐसी घटना होती है जिससे प्रत्यक्षतः मानव के जीवन का प्रश्न जुड़ा होता है। रेलों में दुर्घटनाओं की

रोकथाम के लिये रेल मंत्री जी ने एक संकल्प लिया है। रेल संचालन का एक ऐसा क्षेत्र भी है जहां हम कोई समझोता करने को तैयार नहीं हैं और वह है–संरक्षा। इस संकल्प के लिये रेलमंत्री जी वास्तव में बधाई के पात्र हैं। परन्तु इससे भी अधिक बधाई रेलमंत्री जी को इसलिये दी जानी चाहिये कि उन्होंने इस संकल्प को कार्यरूप में परिणित भी किया है। आंकड़े इस बात को सिद्ध करते हैं कि वर्ष 1985–86 में रेलों में सबसे कम दुर्घटनायें हुई, इसकी संख्या पूर्ववर्ती वर्षों की तुलना में 11 परसेंट कम थी तो वहीं दिसम्बर 86 तक की अवधि में 12.7 परसेंट की और कमी आई। संरक्षा की दृटि से कम्प्यूटर द्वारा नियंत्रित प्रणाली की शुरूआत, अधिकाधिक रेलवे समपार फाटकों पर नये उपस्कर की व्यवस्था तथा रेलवे दुर्घटना क्षतिपूर्ति संरक्षा तथा यात्री सुविधा कोष में आवंटन को 30 करोड़ रुपये से बढ़ाकर 60 करोड़ रुपया कर देना इस बात के प्रमाण है कि सरकार रेलों में यात्री और माल की सुरक्षा के प्रति पूर्णतः सजग है। परन्तु यहां पर यह कहना भी आवश्यक होगा कि अभी तक दुर्घटनाओं की रोकथाम के लिये जो कुछ किया गया है व पर्याप्त नहीं है और दुर्घटनाओं को रोकने के लिये रेल कर्मचारियों की त्रुटियों, रेल उपस्करों की खराबियों तथा अन्य कारणों के प्रति और अधिक मुस्तैदी की आवश्यकता है।

माननीय रेल मंत्री जी ने अपने भाषण में इस बात का जिक्र किया है कि 1985–86 में समग्र रूप से रेल दुर्घटनाओं में कमी हुई है। दुर्घटना के औसत के रूप में उनका यह कथन ठीक है। परन्तु 1984–85 की तुलना में 1985–86 में रेलगाड़ियों की टक्करों की संख्या 39 से बढ़कर 46 हुई है जो टक्करों में 18 प्रतिशत की वृद्धि बताती है। रेल दुर्घटनाओं में गाड़ियों का टक्कर सर्वाधिक भयावह होती है क्योंकि इसके कितने गंभीर परिणाम हो सकते हैं यह कुछ भी अनुमानित नहीं किया जा सकता। यदि रेल दुर्घटना के कारणों की ओर विश्लेषणात्मक दृष्टि से देखा जाय तो हम पायेंगे कि रेल दुर्घटनाओं में 37.8 प्रतिशत दुर्घटनायें ऐसी थीं जिनके लिये रेल कर्मचारी सीधे जिम्मेदार थे। 34.1 प्रतिशत दुर्घटनायें रेल कर्मचारियों के कारण, उपस्कर की खराबी की वजह से हुई। तोड़-फोड़ और मिश्रित कारणों से हुई दुर्घटनायें मात्र 0.3 प्रतिशत थीं जबकि आकस्मिक दुर्घटनाओं का प्रतिशत भी 4.6 प्रतिशत ही रहा। अतः रेल मंत्रालय को रेलवे परिचालन के संबंध में कर्मचारियों के कार्य के प्रति कठोर अनुशासन देखने के लिये कारगर कदम उठाने चाहियें क्योंकि एक रेल ड्राइवर या स्टेशन मास्टर या सिगनलमैन की क्षणिक लापरवाही अनेक निर्दोष यात्रियों को काल के विकराल मुंह में धकेल सकती है तो वहीं न जाने कितने यात्रियों के जीवन में प्रकाश देने की बजाय अंधकारमय बना सकती है। इसलिये मैं माननीय रेल राज्य मंत्री जी से आग्रह करूंगा कि वे रेल कर्मचारियों के प्रशिक्षण और कार्य के प्रति अनुशासन परिचालन स्टाफ में समन्वय, रेल मार्गों की सघन देख-रेख, कोई सहायक चेतावनी प्रणाली का विकास करने सभी समपारों पर चौकीदार नियुक्त करने की कृपा करें। भारतीय रेल जैसे सार्वजनिक क्षेत्र के विशाल संगठन के कुशल और लाभप्रद प्रबंध और संचालन के लिए विभिन्न कार्यों में दक्ष और प्रशिक्षित कर्मचारियों का होना आवश्यक है। भारतीय रेलों में 16.13 लाख कर्मचारी नियमित है और लगभग 2.2 लाख एडहाक कर्मचारी हैं। इस प्रकार रेल विभाग देश का सबसे बड़ा नियोक्ता है। यहां सरकार इस बात के लिये धन्यवाद की पात्र है कि रेल मंत्रालय ने रेल कर्मचारियों के कल्याण और उनके मनोबल को ऊंचा उठाने के लिए सहायता प्राप्त आवास, शैक्षणिक एवं मनोरंजनात्मक तथा चिकित्सा आदि जैसे विभिन्न सुविधाएं प्रदान करके एक आदर्श नियोक्ता का उत्तरदायित्व पूरे मनोयोग से पूर्ण किया है आंकड़े इस बात की गवाही देते है कि रेलवे द्वारा लगभग 7000 कर्मचारी क्वार्टर्स चालू वर्ष में तैयार कराये गये हैं लगभग इतने ही अगले ही वर्ष भी तैयार होंगे इसके साथ ही कर्मचारियों की चिकित्सा व्यवस्था के विस्तार का एक व्यापक चिकित्सा योजना तैयार की गई है जो अगले तीन वर्षों में लागू होगा। इसके अतिरिक्त कर्मचारी हित निधि में 37 प्रतिशत की वृद्धि तथा पेंशन निधि में गत वर्ष की तुलना में 100 करोड़ रुपये का अधिक अंशदान भी दिए जाने का बजट

[श्री सुरेन्द्र सिंह ठाकुर]

में प्रावधान किया गया है। ये आंकड़े यह सिद्ध करते हैं कि रेल मंत्रालय ने रेल कर्मचारियों को एक परिवार की तरह माना है और उन्हें कार्य का संतोषजनक वातावरण और अच्छी सुविधाएं दी हैं। कर्मचारियों के मनोबल को ऊंचा उठाने के लिये प्रशिक्षण सुविधाओं का विस्तार और विकास किया है तो वहीं नियमित रूप से संगठित श्रम के साथ वार्ताएं करके कर्मचारियों की समस्याओं को मिल बैठ कर सुलझाया है। यही कारण है कि रेलों में औद्योगिक संबंध सौहार्दपूर्ण बने हुए हैं और भविष्य में भी ऐसा सौहार्द बना रहेगा। अपने कर्मचारियों के प्रति ऐसा कल्याणकारी और विधेयात्मक दृष्टिकोण अपनाने के लिये रेल मंत्री जी धन्यवाद के पात्र हैं।

महोदय, बजट का यह मानवीय पक्ष और भी अधिक सुनहरा है जिसमें समाज के जरूरतमंद लोगों को राहत देने की दृष्टि से निम्न निर्णय लिए गए हैं। जैसे नेत्रहीन और विकलांगों के समान गूंगों और बहरों को भी दूसरे दर्जे में 50 प्रतिशत की रियायत, सूखा और बाढ़ पीड़ितों के लिए चारा ढुलाई भाड़े में रियायत का 8 प्रतिशत से बढ़ाकर 25 प्रतिशत, ग्रामीण क्षेत्रों में नए हाल्ट स्टेशनों की स्थापना तो वहीं किसानों के लिये विशेष रेल गाड़ियों के किराये में 33 प्रतिशत की रियायत और इसके साथ ही शहीद सैनिकों की विधवाओं को दूसरे दर्जे के किराये में 75 प्रतिशत की छूट आदि के प्रावधान इस बात के परिचायक हैं कि रेल राज्य मंत्री मानव मूल्यों के प्रति वास्तविक संवेदना रखते हैं।

इन रियायतों के संबंध में भी एक सुझाव देना चाहूंगा कि जो रियायतें युद्ध में शहीद सैनिकों की विधवाओं को दी गई हैं ये रियायतें सेना, नौसेना, वायु सेना तथा अर्द्ध-सैनिक बलों के उन जवानों की विधवाओं को दी जानी चाहिएं जो शांतिकाल में कानून और व्यवस्था की स्थिति नियंत्रित करने में बेरहमी को प्राप्त हुये या उग्रवादियों का शिकार हो गये। यह सुविधा स्वतंत्रता संग्राम सेनानियों की विधवाओं तथा प्रदेश स्तर के सामाजिक कार्यकर्ताओं को भी दी जानी चाहिये। रेल सुविधाएं तथा उनके विकास की दृष्टि से मध्यप्रदेश को भी समुचित स्थान दिया गया है मध्यप्रदेश के मामले में यह जरूर भी है क्योंकि पिछले बीस साल से मध्यप्रदेश में रेल-लाइनों के मामले से संबंधित कोई कार्य न हो पाया है। कल भी मैंने इस संबंध में निवेदन किया था कि राष्ट्र का जो रेल विस्तार का अनुपात है वह प्रत्येक 100 वर्ग किलोमीटर पर 1.9 किलोमीटर है वहीं मध्यप्रदेश का यह 1.3 किलोमीटर है। इस तरीके से भी और चूंकि मध्यप्रदेश देश का बहुत पिछड़ा हुआ राज्य माना जाता है, उसके पिछड़ेपन को दूर करने के उद्देश्य से भी वहां रेलों का विस्तार जरूरी है। इस संदर्भ में मैं माननीय मंत्री जी से निवेदन करूंगा कि अभी जो मध्यप्रदेश शासन के द्वारा नई रेल लाइनों और छोटी लाइनों को बड़ी लाइनों में परिवर्तन करने का प्रस्ताव भारत सरकार को भेजा गया है, उन पर कृपया ध्यान दें और शीघ्र ही क्रियान्वित करवाएं। इनमें हैं। सतना रीवा रेलवे लाइन दिल्ली राजहरा-जगदलपुर रेल लाइन, इन्दौर दोहद रेल लाइन, खण्डवाखरगौन रेलवे लाइन गुना, इटावा रेलवे लाइन और जबलपुर-गोदिया लाइन, ग्वालियर मुख्यतः कलां की लाइन जिनका गेज परिवर्तन होना है।

महोदय, इस के साथ इस प्रकार मेरी दृष्टि में यह रेल बजट उपलब्ध साधनों का अधिकतम प्रयोग करते हुए रेलों का आत्मनिर्भरता की ओर ले जाने वाला एक प्रगतिशील बजट है, जो देश के लिए एक उत्साहवर्धक टॉनिक के रूप में लाभप्रद होगा। ऐसे सुन्दर बजट के लिए एक बार पुनः रेल मंत्री जी का धन्यवाद।

SHRI DHARAM CHANDER PRASHANT (Jammu and aKshmir): At the outset, I congratulate the Railway Minister for presenting a budget which fulfils the aspirations of the common man. There is no burden of additional freight charges or passenger fares.

I also appreciate the decision to complete techno-economic survey from Udhampur to Qazigund in Kashmir. The topography of Jammu and Kashmir is quite different. There are high mountains

Patni top has a height of 6000 ft. and Banihal has a height of 9000 ft. A Railway survey was got done 82 years back by the then Maharaja of Kashmir, Maharaja Pratap Singh. This survey was conducted by a foreign Railway engineer. The report is still with the Kashmir Government. I suggest it should be studied. I suggest a survey should be got conducted by foreign engineers, particularly from Switzerland which is also a mountainous country.

Coming to Jammu-Udhampur Railway line, the foundation of this line was laid by Shrimati Indira Gandhi in February 1983. At that time it was said that this line will be completed in 1987-88. But till today, not even half the work has been done. The length of the track from Jammu to Udhampur is only 56 kilometres, and these are 10 tunnels on the way, and one is the longest. There are about 12 or 14 bridges and one bridge is going to be the highest in the country. The amount sanctioned by the Railway Ministry for this track is Rs. 3 crores this year, against total requirement of Rs. 82.56 crores. With this amount of Rs. 3 crores sanctioned this year, the project will be ready only in 31 years whereas the assurance was given that it will be completed by 1987-88. I hope the Railway Minister will look into it and consider how much time it will take to complete the project. I think he will take note of it. Then, Sir, a day time service should be introduced between Delhi and Jammu. I made this request last year also. Thousands of pilgrims visit the Vaishnodevi shrine. The number has risen to 15 lakhs. Passengers who travel to Jammu are packed like goats and sheep. They keep awake the whole night and reach Jammu in a bad condition. That is why I suggest that there should be a daytime train between Delhi and Jammu. By this the problem of reservation can also be avoided. If it is not possible to introduce such a train, I suggest that the train which runs between Jammu and Jalandhar can be tagged on with the train coming from Amritsar and going to Delhi. It is not difficult. I hope, the hon. Minister will consider this request in view of the large inflow of pilgrims from various parts of the country to the shrine. It will be of great help to the pilgrims.

There is one train which runs between Jammu and Kanyakumari, the Himsagar Express. This covers the longest distance in the country. But there are no catering arrangements in the train. I had suggested earlier also that catering arrangements should be provided in the train. Now, the passengers remain mostly hungry. They do not have sufficient time to get their food from the platforms at the various railway stations. Therefore, there is urgent need for providing catering arrangements in this train. Sir, the quality of catering in express trains has improved. But there are other small trains in which the catering arrangements are very poor. I know this from personal experience as I have travelled a lot from one corner of the country to another. In this connection, I would also like to point out that the catering arrangements at the Jammu railway station are very poor.

Therefore, my request is, firstly, a daytime train should be introduced between Delhi and Jammu which will greatly benefit the passengers. Secondly, the catering arrangements at the Jammu railway station should be improved. Thirdly, the survey of Udhampur-Qazigund line should be entrusted to a foreign engineer.

श्रीमती वीणा वर्मा (मध्य प्रदेश) : आदरणीय उपसभाध्यक्ष महोदय, मैं रेल मंत्री द्वारा प्रस्तुत रेल बजट का स्वागत करती हूं । महोदय, देश की आजादी के बाद पहली बार इस बजट के द्वारा ऐसा लग रहा है कि वास्तव में हमारे देश में रेलों में सुधार है और आगे सुधार करने के लिये प्रयास किये जा रहे हैं । रेलों की बड़ी-बड़ी योजनायें पूरी की गई और भविष्य में भी पूरी होंगी ऐसी आशा है ।

महोदय, रेल यात्री और सामान की आवाजाही का प्रमुख साधन हैं तथा राष्ट्रीय अर्थ-व्यवस्था को सुधारने में भी उसकी बड़ी भूमिका रही है । इसके अतिरिक्त रेलें सच्चे अर्थ में लोगों के मन में राष्ट्रीयता की भावना, एकात्मकता की भावना जागृत

[श्रीमती वीणा वर्मा]

करती हैं । भारतीय टेलिविजन पर हाल ही में प्रसारित सीरियल "यात्रा" इसका अच्छा उदाहरण है । भारतीय रेलें राष्ट्र के अन्तर्देशीय परिवहन का प्रमुख संचार माध्यम हैं । भारतीय रेलों के आधुनिकीकरण की नीति को ध्यान में रखते हुये इसमें कई सुधार किये गये हैं और किये जा रहे हैं । यात्रियों को सुविधायें दी जा रही हैं । इसके लिए मंत्री जी बधाई के पात्र हैं ।

यह तो मानना होगा कि रेलें अधिकतर अपने निश्चित समय पर चल पाती हैं । पंक्चुअलिटी के बारे में मैं यह कहना चाहती हूं कि अब हमें अपने निर्धारित लक्ष्य पर समय से पहुंचने के लिये विमान यात्राओं की तुलना में रेलों में यात्रा करने पर ज्यादा विश्वास करना पड़ता है । विमान यात्रा या तो 5 घंटे, 6 घंटे लेट होती है, अगर समय पर चलती भी है तो मौसम खराब होने की वजह से अपने गन्तव्य स्थान पर न उतार कर दूसरी जगह उतार देती है यानी भोपाल उतरना हो तो इंदौर उतार देती है । इससे अच्छा यही है कि रेलों में यात्रा की जाये । या फिर आतंकवादियों द्वारा बम रखे जाने की सूचना पर तो उस फ्लाइट का भगवान ही मालिक होता है ।

रेल दुर्घटनाओं में भी कमी हुई है यह सर्वमान्य है । मैं कोई स्टेट की तरफ से नई रेल लाइन की मांग करने नहीं खड़ी हुई हूं । मैं तो रेल व्यवस्था के बारे में रेल मंत्री जी के सामने कुछ सुझाव रखना चाहूंगी जो कि आम जनता की मांगों पर आधारित है ।

जब गाड़ी स्टेशन पर आती है तो दस मिनट पहले ही आती है जब कि बहुत सारे यात्री घंटों पहले से इंतजार कर रहे होते हैं ताकि अच्छी सीट मिल जाये । सैकिण्ड क्लास के यात्रियों में अच्छी सीट पाने की होड़ सी लगी रहती है । इसमें क्या होता है कि जो देर से आने वाला है और ताकतवर है तो वह अच्छी सीट पा जाता है और जो बेचारा घंटे से खड़ा इंतजार कर रहा है और ताकतवर नहीं है वह अच्छी सीट नहीं पाता है । इसके बारे में मेरा सुझाव है कि यदि गाड़ी प्लेटफार्म पर आधा घंटा या एक घंटा पहले लग जाये तो यात्रियों को सुविधा होगी ।

दूसरा मेरा सुझाव यह है कि सैकिण्ड क्लास में रिटर्न जर्नी के लिये रिजर्वेशन कराने के लिये सुविधा होनी चाहिये । मान लीजिये दिल्ली से कोई कलकत्ता जाना चाहता है तो कलकत्ता में जाने पर उसको घंटों लाइन में खड़ा होना पड़ता है कलकत्ता से दिल्ली वापसी के रिजर्वेशन के लिये । इतना खड़ा होने के बावजूद भी यह उम्मीद नहीं होती कि टिकट भी मिलेगी या नहीं । मेरा सुझाव है कि आरीजनल प्लेस से जो यात्री सफर करते हैं उनको वहीं से वापसी का रिजर्वेशन कराने की सुविधा होनी चाहिये ।

यह भी सब मानते हैं कि रेलों में पहले से अधिक सफाई होती है । फिर भी खाना जो एक एल्यूमीनियम थाली में दिया जाता है उसमें खाना मिक्स हो जाता है । आप से यह निवेदन है कि खाना इस फोइल की बजाय या तो स्टील के खानों वाले डिब्बों में या कड़ी फोइल में या पैकिंग फोम या उसी तरह के किसी मैटीरियल के खानों वाले डिब्बों में सर्व करायें । इससे खाना मिक्स नहीं होगा । यह भी देखा है कि खाने के साथ पानी नहीं दिया जाता है और अगर दिया भी जाता है तो वह बहुत गन्दा होता है यानी पीने लायक नहीं होता । डिब्बों में पानी जो पीने के लिये रखा जाता है वह सही में पीने लायक नहीं होता ।

रेलों में जो कैम्पा, सॉफ्ट ड्रिंक दी जाती है वह सही में कैम्पा न होकर उसकी नकल होती है या फिर बैरे कई बार उसमें पानी मिला कर खुली शीशियों में सर्व करते हैं । इसलिये इस ओर भी मंत्री जी ध्यान दें ।

बाथरूम में जो पानी होता है वह गन्दा होता है । उससे कुल्ला भी नहीं किया जा सकता । हर स्टेशन पर व हर फर्स्ट क्लास के डिब्बे में स्वीपर का इंतजाम होना चाहिये। अगर इंतजाम है भी तो स्वीपर बुलाने पर भी नहीं आता । फर्स्ट क्लास कूपे में जब यात्री बीच में चढ़ता है तो उसे बड़ा गंदा कूपे मिलता है । उसकी सफाई की कोई व्यवस्था नहीं होती । बार-बार कम्प्लेंट करने पर स्वीपर के लिये कहा जाता है कि अभी आता है, अभी आता है लेकिन वह नहीं आता । इसकी कोई व्यवस्था जरूर होनी चाहिये ।

जब कूपे से कोई बाहर जाता है तो उसे खुले छोड़ कर ही जाना पड़ता है। वह उसमें लाक नहीं लगा सकता । इसलिये उसमें बाहर जाने पर लाक लगाने की व्यवस्था होनी चाहिये । अगर कोई यात्री या संसद सदस्य अकेला कूपे में सफर करता है और उसको बाथरूम में जाना पड़ता है तो उसके सामान की कोई सेक्योरिटी नहीं है । उसका सामान सही-सलामत मिलेगा या नहीं यह उसे नहीं पता । इसका कोई इंतजाम होना चाहिये ।

ए०सी० बोगी में चार-चार बर्थ के आगे पर्दे पड़े होते हैं । उसमें सफर करना बहुत असुरक्षित है । कोई भी यात्री जब उसमें सो जाता है तो सफर करने वाले यात्री बार-बार पर्दा खेल कर देखते हैं । उसके भी सामान की कोई गारन्टी नहीं है कि वह सही सलामत सुबह तक मिलेगा या नहीं । ए०सी० बोगी में जो अटेंडेंट होते हैं वे अपनी ड्यूटी भी पूरी तरह नहीं निभाते । अभी हाल ही में श्री विनोद दीक्षित की बाथ रूम में हुई दुखद घटना को आप भूले नहीं होंगे ।

पान खाने वाले शौकीनों को अन्दाजा होगा कि स्टेशन पर पान कितने मंहगे बिकते हैं । इसकी तरफ भी ध्यान दिया जाना चाहिये । मंत्री महोदय, सबसे महत्वपूर्ण बात यह है कि आप और हम फर्स्ट क्लास डिब्बे में संसद सदस्य होने के नाते यात्राएं करते हैं और अक्सर जो लोग सेकेन्ड क्लास में यात्रायें करते हैं वे शिकायत करते हैं कि संसद सदस्यों और मंत्रियों को इस बात की जानकारी नहीं होती है कि सेकेन्ड क्लास के यात्रियों को क्या भुगतना पड़ता है । जो दुर्घटनायें होती है उनमें ज्यादातर वे ही लोग मारे जाते हैं जो सेकेन्ड क्लास में यात्राएं करते हैं । इसका कारण यह है कि इंजिन के पास जो भी डिब्बे हैं वे क्राउडेड कम्पार्टमेंट्स होते हैं और सेकेन्ड क्लास के डिब्बे होते हैं । यानी फर्स्ट क्लास में यात्रा करने वाला व्यक्ति 'इंसान' माना जायगा, लेकिन सेकेन्ड क्लास में यात्रा करने वाला व्यक्ति 'अर्ध इंसान' माना जायगा । यह वर्ग भेद समाप्त करना चाहिये । रेलों में समता कायम करनी चाहिये । अगर आदमियों की जानें जायें तो फर्स्ट क्लास के लोगों की भी जायें । मेरा कहना है कि संसद सदस्यों को भी मरना चाहिये । अगर जीने में बराबरी नहीं है तो कम से कम मौत में बराबरी जरूर रखनी चाहिये ।

उपसभाध्यक्ष (श्री पशुपति नाथ सुकुल) : क्या आप चाहती हैं कि फर्स्ट क्लास के डिब्बे भी इंजिन के पास हों ?

श्रीमती वीणा वर्मा : मेरा कहना यह है कि किस तरह से आप फर्स्ट क्लास के डिब्बों और सेकेन्ड क्लास के डिब्बों में भेद कम कर सकते हैं ? यह विशेष ध्यान देकर देखना होगा । मैं चाहती हूं कि हर यात्री का कम्पलसरी इंश्योरेंस होना चाहिये । इस ओर मैं माननीय मंत्री जी का ध्यान आकर्षित करना चाहती हूं । आप हर यात्री पर 5 रु० या 10 रु० चार्ज करिये । हर यात्री का इंश्योरेंस कैसे किया जाय, किस तरह से इसको लागू किया जाय, इसको मंत्री महोदय और उनका मंत्रालय देख सकता है । जिन्दगी कोई सस्ती चीज नहीं है, एक बार मिलती है और जब तक यह प्रमाणित न हो जाय कि दुबारा भी मिलेगी, इंसान यही सोचेगा कि हम एक बार ही जी सकते हैं । उसके लिये 50 हजार रुपये का मुआवजा दे देना काफी नहीं है । इसकी भी कोई गारन्टी नहीं है कि जितनी मौतें होती है, रेलवे दुर्घटनाओं में उनकी सबकी जानकारी दी जाती है । इसलिये कम्पलसरी इंश्योरेंस होना चाहिये । दूसरा और आखिरी सुझाव मैं यह देना चाहती हूं कि लगेज वेन अलग होनी चाहिये क्योंकि जो मौतें होती हैं उनमें अक्सर यह होता है कि सामान सिर पर आता है । आप जानतें हैं कि सेकेन्ड क्लास में लोग अपना सामान सिर पर लेकर चलते हैं । भीड़ अधिक होती हैं और धक्का-मुक्की में छोटे-मोटे एक्सीडेंट में लोग मारे जाते हैं । बड़े एक्सीडेंट में तो क्रैश होता है । यह व्यवस्था, अलग से लगेज वेन की व्यवस्था, बिना कोई अतिरिक्त शुल्क लिये होनी चाहिये । आखिरी सुझाव मेरा यह है कि इंडिया में बढ़ते आतंकवाद को देखते हुये, अभी 15 मार्च की रेल दुर्घटना इसका प्रत्यक्ष प्रमाण है, भारतीय रेलों पर भी आतंकवाद का असर पड़ने लगा है जब हम बसों में यात्रा करते हैं तो बसों में लिखा होता है कि चोरों, जेब-कतरों से सावधान, ऐसे ही

[श्रीमती वीणा वर्मा]

जब ट्रेन में चढ़ रहे हों तो हर टिकट पर पीछे छपा होना चाहिये —

It is dangerous to travel by train.

SHRI BIR BHADRA PRATAP SINGH: Mr. Vice-Chairman, Sir, before I give some general suggestions and some suggestions about my region, I want to stress a variety of problems.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): Within ten minutes.

SHRI BIR BHADRA PRATAP SINGH: Sir, I will be over-cautious. If my friend can speak for more than 40 minutes, I am entitled to at least 18 minutes.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): No, there is a long list.

SHRI BIR BHADRA PRATAP SINGH: I will try to adjust accordingly. I want fifteen minutes.

There are a variety of problems which the railways are facing. So far as human transportation is concerned, some want super-fast trains because we are between the bullock-cart and the supersonic Jumbo jet; so the minds differ. Some want a super-fast train; some want it to stop at convenient stations. Some want fast trains; some want more passenger trains so that common people could be taken from one station to another. Some want that every fast and super-fast train must contain a large number of non-reserved bogies so that the people who cannot get reservation may get accommodated in those trains. So, I was saying that for the purpose of human traffic we have a variety of problems. But since we are a growing economy, the question of goods transport has become very important in this country.

The point is that the railway transport is the cheapest but the rail claim disputes are mounting very high in this country. I would like to suggest to the honourable Minister that he must evolve a proper mechanism to settle the rail claim disputes sooner as otherwise people get hesitant to adapt to this mode of transport and they go to other modes like trucks, etc., which are very costly.

Now, so far as the essential services are concerned, railways are given to transporting not only coal, not food, but even drinking water. So, it is also serving a social purpose.

Now there was a mention in the debate about modernization and technological development. Whenever there is mention of such a plan, there is always opposition from the other side, that it will lead to unemployment. My contention is otherwise. So far as the expectations of the people are concerned, so far as the requirement of the time is concerned, efficiency and development must and will open vast avenues of more and newer employment. Don't confuse development and modernization or technological development with mechanization. That is why there is confusion. Had there been time I would have illustrated this.

[The Vice-Chairman (Shri Santosh Kumar Sahu) in the Chair]

Now my second difficulty is about the figure that was given by the honourable Minister to which I wanted to draw his attention. In the Lok Sabha certain honourable Member remarked the looking to the length of the railway track, the population ratio in India is miserably low because, according to his data, it was 100 kilometres per lakh of people whereas according to the Minister's statement in para 11 of his speech, it is not only the second largest in the world under one single management but also becomes one of the most modern. So, now there are two conflicting claims. So far as population pressure is concerned, the figure of 10 kilometres per one lakh of people may not be the lowest but it is miserably low in the world whereas our claim is that is the second largest. Now, I would like to get enlightened on this aspect of the matter.

The third point is about the revenue part. About the revenue part I wanted to give a word of caution to him because I feel that the question must be looked at

from that point of view. The rise in the luggage and parcel freight rates was made by 15 per cent to earn as additional Rs. 320 crores in the last four months of this financial year. It was expected that there would be no increase in freight and passenger fares in this budget and this expectation was further confirmed by the recent announcement that the Indian Railways Finance Corporation would raise a sum of Rs. 250 crores through public borrowings. It is primarily the 15 per cent freight increase that has allowed the Railway Bhavan to absorb the additional wage burden of Rs. 462 crores on account of the Fourth Pay Commission marginally increase the appropriation to the Depreciation Reserve Fund from Rs. 1,250 crores to Rs. 1,350 crores, pay the full dividend of Rs. 642 crores to the Government and still show a surplus of Rs. 69 crores for 1987-88. What my learned friend was saying is factually not correct because we have paid the dividend to the tune of Rs. 652 crores. The question arises about this. The improved operational efficiency will make only a small contribution to the railway's net traffic receipts which the hon. Minister was mentioning. Nevertheless, it must be granted that the efficiency has been rising in the recent years mainly on account of better management of the bulk freight traffic on the trunk routes. And in the first nine months of 1986-87, the net tonne kilometre per wagon per day (broad gauge) index has risen by 5 per cent to 1,350.

There is also no denying that the performance of the Railways in respect of originating revenue-earning freight movement has improved in the current year. The annual target is likely to be exceeded by about 5 million tonnes in 1986-87. There is no reason why the Minister should not expect to be able to add more than 15 million tonnes to the figure when the current year's addition is projected at 13.5 million tonnes over 1985-86. By setting a higher figure the Railways could have realistically hoped to raise more funds with which to finance their long delayed but urgently needed plans for acquisition of more rolling stock, track renewal and electrification. In each case this is the problem. The Railways have slipped behind the Plan. I think that would be the main question which the Minister has to bother about. In the case of track renewal the target has been raised from 3,800 km. to 4,200 km., but that is well below the Seventh Plan annual average of 5,000 km. In respect of electrification too, the 1987-88 target of 670 km. is below the Plan norm. It is difficult to see how, despite their improved performance, the Railways can fulfill the Plan target, in other words, to do the minimum that is needed for capital replacement and modernisation.

Now I will come to a few general suggestions. (*Time bell rings*)

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Please conclude within one or two minutes.

SHRI BIR BHADRA PRATAP SINGH: Yes. That is the whole misfortune. In the General Budget I was given ten minutes only. In this also I have got ten minutes.

Anyway, a few suggestions about regional improvements, I wanted to make. I will leave the general suggestions.

It has been said in this House and many have supported it that the conversion between Bhatni and Varanasi should be given more funds. Otherwise, if it is delayed, the traffic on this route would be held up. You have converted Chhapra-Gorakhpur-Lucknow route. But you have introduced only one train. First it was the Jayanti Janata, and now it is the Vaishali. And one train which was started hardly two months ago, has been cancelled. Now what is the result? There are 400 passengers each morning standing at the Gorakhpur

[Shri Bir Bhadra Pratap Singh]

station. There are hardly two booking windows which can cater to 300 persons and 100 persons go unattended. What will be the state of mind of the passengers on that route? Yes, you have converted this, all right. But you are running only one train. Where is the solution to this problem? I am telling you that this region is the highest populated area. The traffic requirements are very great. Yet at other routes you are not converting. I have requested the hon. Railway Minister time and again to please convert the alternative route between Chhapra-Balia-Mau-Azhamgarh-Shahganj. This could have provided an alternative route and would have lessened the pressure, but he has not done even that. So, please consider two or three suggestions.

5 P.M.

The Sunday train that was started hardly a month or two ago should be renewed. In case on this route between Chhapra-Balia-Mau- Azhamgarh-Shahganj you cannot grant conversion in years to come, at least provide some faster and better trains. The trains are in a very bad shape. First class coaches have no cushions. Second class are a bit better. Hardly there are two berths in the First class. The trains run five to six hours behind schedule because of chain pulling which has become inevitable everywhere. So, my suggestion to the hon. Minister is that because of conversions on other routes so many trains have become free. Why don't you utilise these trains to run on these rails and run many more trains? If they could not cover at least by the other route, they could come from Chhapra to Shahganj and get better facilities.

Now one word about the model railway stations. The hon. Minister said these are sixty-seven in number. When I asked about the places he is choosing, I came to know that he is choosing advanced stations only. You choose Delhi, Kanpur, Lucknow, Varanasi. What is the use of choosing these stations? The concept of model railway station was introduced to improve the backward region railway stations. Instead of doing that, the hon. Minister replied to me that they have chosen the backward region stations like Gorakhpur. Probably the hon. Minister does not know that Gorakhpur Railway station was the railway headquarter during the British days. Even now northern headquater is there. So, you must concentrate model railway stations in really backward railway stations. So, you must know what is backward and what is forward.

श्री सूरज प्रसाद (बिहार) : महोदय, रेलवे बजट पर कितने लोगों ने भाषण किया खासकर कांग्रेस बेन्च की ओर से, उन तमाम लोगों ने प्रशंसा के पुल बांध दिये थे। मैं कल्पनाथ राय जी का पहला भाषण सुन रहा था तो लगा कि सब जगह उनको हरियाली ही हरियाली दिखाई पड़ती है लेकिन बजट को अगर देखा जाये... (व्यवधान) इनको सुनते हैं काफी पैसा मिल गया है ... (व्यवधान) लेकिन इस बजट में ज्यादा जिस बात की प्रशंसा की गयी है उसमें यह है कि यह बजट बचत का बजट है। लेकिन सचमुच में यह बजट जो बचत का बजट है यह रेलवे विभाग की निपुणता या गुणवत्ता की वजह से नहीं है। अगर नवम्बर महीने में 320 करोड़ के नये बोझ हिन्दुस्तान की जनता पर नहीं लादे गये होते तो यह बजट घाटे का बजट होता। इसलिये इस बात के लिये रेलवे विभाग की कोई तारीफ की जाये तो वह कोई तारीफ नहीं है, हां निपुणता और गुणवत्ता के चलते यह लाभ या यह बचत हुई होती तो यह बात ठीक होती। इस बजट में नये कर नहीं लगाये गये है इसके लिये भी प्रशंसा की गयी है लेकिन हम लोग देखते यह हैं कि रेल भवन के झरोखे से नये बोझ झांक रहे है और नये कर लोगों पर लदेंगे आने वाले दिनों में। रेलवे विभाग की सफलता की जांच इस बात से की जाएगी कि रेलवे विभाग का परिचालन, ऑपरेटिंग रेश्यो क्या है अगर यह देखा जाए तो इसी साल का ऑपरेटिंग गत साल की तुलना में 1 प्रतिशत घटा है। इसको उपलब्धि माना जा सकता है लेकिन और लोगों के बारे में अगर देखा

जाए तो लगता यह है कि ओपरेटिंग रेश्यो और रेलों में ह्रास हुआ है । अगर पूर्व रेलवे को देखा जाए तो पूर्व रेलवे का ओपरेटिंग रेश्यो 109.8 प्रतिशत है और यह 1981 में 107 परसेंट था । 107 परसेंट से बढ़कर 109.8 प्रतिशत हो गया है । उसी तरह से उत्तर रेलवे को देखा जाए तो अभी उसका ओपरेटिंग रेश्यो 174.6 प्रतिशत है दक्षिण रेलवे का ओपरेटिंग रेश्यो 179.4 प्रतिशत है और नार्थ फ्रंटीयर रेलवे का 196.1 प्रतिशत है । इससे लगता यह है कि यह चार रेलवे जो भारत सरकार का रेल विभाग चलाता है यह चारों रेल विभाग से अधिक खर्च और कम इसकी उपलब्धि होती है और यह कोई आज से नहीं है अभी तो पहले का हम लोगों को फिगर प्राप्त नहीं है लेकिन 1981 से उपलब्ध हैं और उससे लगता यह है कि तबसे इसमें ह्रास जारी है । हो सकता है कि इसमें पहले से भी ह्रास हो? इस साल के 192.3 परसेंट की अगर प्रशंसा की जा सकती है लेकिन देखने को मिलता है कि 1965-66 और 1963-64 में रेलवे का ओपरेटिंग रेश्यो 74.7 प्रतिशत था और अगर इस समय देखा जाए तो यह बढ़ा है । इसलिए इस बात के लिए भी मैं कहूंगा कि रेल विभाग इस बात की जांच करे और अपने खर्च को घटाए ताकि ओपरेटिंग रेश्यो इन लाइनों में भी प्रगति कर सके । दूसरी बात इस संबंध में मैं कहना चाहूंगा कि रेल विभाग बार-बार यह कहता है कि हमारे पास साधनों की कमी है लेकिन देखने से लगता यह है कि 1985-86 में रेल विभाग को 2056 करोड़ रुपया दिया गया था, उसने खर्च कितना किया, एक वर्ष के दौरान में जबकि हमारे यही मंत्री थे, 1941 करोड़ रुपया और इतना ही रुपया सरकार का 1985-86 में रेल विभाग ने खर्च किया । 100 करोड़ रुपया रेल विभाग खर्च नहीं कर सका । यह कोई रेल विभाग की एफीशियेंसी, उसकी गुणवत्ता का बखान नहीं है । दूसरी तरफ अगर हम देखें कि इन वर्षों में सरकार ने क्या ढुलाई की है तो ढुलाई के क्षेत्र में 1985-86 में सरकार को 91.90 मिलियन टन कोयला ढोना था लेकिन उसने 78.80 मिलियन टन कोयला ढोया । उसी तरह से दूसरे क्षेत्रों में भी ढुलाई में कमी हुई है । लोहा कारखाने के लिए कच्चे माल में भी ढुलाई कम हुई है। सीमेंट में भी कम हुई है और खाद में भी ढुलाई कम हुई है । ये बातें इंगित करती हैं कि रेल विभाग ने जो काम लिया और उसने जो लक्ष्य निर्धारित किया वह लक्ष्य भी रेल विभाग पूरा करने में असफल रहा । . . . (व्यवधान)

श्री जगेश देसाई (महाराष्ट्र) : अगले साल से ज्यादा हुआ ।

श्री सूरज प्रसाद : अगले साल में कितना हुआ यह तो जब आंकड़े पेश किए जायेंगे तब पता चलेगा । लेकिन जो आंकड़े दिए गए हैं मैं तो वही पेश कर रहा हूं । जहां तक रेलवे के आधुनिकीकरण और विद्युतीकरण का प्रश्न है अगर 1985-86 और 1986-87 दोनों को मिला करके देखा जाए तो जो लक्ष्य निर्धारित हुआ है इन दोनों में वह असफल रहा है । दोनों में उन्होंने पूरा नहीं किया है । यह बात कोई आज की ही नहीं है । अगर छठी पंचवर्षीय योजना को देखा जाय तो छठी पंचवर्षीय योजना में जो लक्ष्य रेलों का निर्धारित किया गया था, उसमें से काफी लक्ष्यों को इसने पूरा नहीं किया है । खरीद की बात आती है, कोच खरीद का लक्ष्य था 5680 और खरीद किया 500 लाइन का नवीनीकरण का लक्ष्य था 14,000 किलोमीटर और किया 9,700 किलो मीटर, इसी प्रकार विद्युतीकरण का लक्ष्य था 2800 किलोमीटर का, किया 1522 किलोमीटर । इससे लगता है कि सब कुछ रेलों के अंदर अच्छी बातें नहीं हुई हैं, काफी उसकी नकारात्मक बातें हुई हैं, इस ओर का रेलों को ध्यान देना चाहिए ।

महोदय, अब इसमें समय पालन की बात कही गयी है । अगर किसी भी रेलवे स्टेशन पर हम खड़े हो जाते हैं या बैठ जाते हैं कुछ मिनिट के लिये तो रेलवे की ओर से जो घोषणायें होती हैं, उसमें हरेक रेल के बारे में जो घोषणा होती है, उसमें शायद ही किसी गाड़ी के बारे में यह घोषणा होती है । कि गाड़ी समय पर आ रही है वरना तमाम

[श्री सूरज प्रसाद]

गाड़ियों के बारे में हमको सूचना दी जाती है कि यह गाड़ी एक घंटा लेट है, यह गाड़ी दो घंटा लेट है, यह गाड़ी तीन घंटा लेट है और जिस गाड़ी की सूचना होती है कि यह गाड़ी समय पर आने वाली है तो वह भी गाड़ी जब स्टेशन पर पहुंचती है तो कोई घंटा या 45 मिनिट या 20 मिनिट लेट ही पहुंचती है। सरकार ने स्वयं जो सूचनायें हम लोगों की दी हैं, उसमें वह स्वयं इस बात को मानते हैं कि हमारी गाड़ियों का समय-पालन 99.9 प्रतिशत है। यह भी इस बात का संकेत है कि सरकार की रेलवे विभाग की कोई भी गाड़ी समय पर नहीं पहुंचती है।

महोदय, अगर उसी तरह से हम रेल में भीड़ को देखें तो इस संबंध में रेल विभाग का कहना है कि हमारी ओक्यूपेंसी रेसियो हण्डरेड परसेंट से ज्यादा है। इसका क्या मतलब हुआ? यह कि रेल में भीड़ ज्यादा होती है। और यह क्यों हो जाती है? क्योंकि आपके स्लीपर में 75 सीट हैं और स्लीपर में वेटिंग-लिस्ट में 50 आदमी को टिकिट जारी कर दिया जाता है और इससे तमाम लोग स्लीपर में घुस जाते हैं। अब भीड़ होगी या नहीं? भीड़ कराने की एक नई खिड़की आपने और खोल दी है—रिजर्वेशन अगेन्सट केन्सललेशन। यह एक नई खिड़की खोल दी गयी है भीड़ को बढ़ाने के लिये। अब अगर मान लीजिये कोई केन्सलेशन नहीं हुआ, तो रेल के डिब्बे में तो घुस जाती है भीड़। इसी प्रकार ए0 सी0 और फर्स्ट क्लास में भी देखने को मिलता है। इसलिये रेल के अन्दर भीड़ को बढ़ाना, यह इस बात का संकेत है कि रेलवे विभाग की जितनी रेलें होनी चाहियें, उतनी रेलें आज नहीं चलती हैं। अगर भीड़ को कम करना है तो मेरा सुझाव यह होगा, कि सरकार को रेलों की संख्या बढ़ानी चाहिये। ... (**समय की घंटी**) ...

आपने तो हमारी घंटी बजा दी। एकाध बात और कहूंगा। कितना समय है....

उपसभाध्यक्ष (श्री संतोष कुमार साहू): दो मिनिट में आप बोल लें।

श्री सूरज प्रसाद: नहीं, थोड़ा और दीजिएगा। तो सरकार का जो रेल विभाग है, यह ठेकेदारों का चारागाह है, यह उनके चरने की जगह है। रेल विभाग द्वारा कई ऐसी चीजें खोल दी गयी हैं, जहां ठेकेदार रेल विभाग के रुपये को लूट लेते हैं। जैसे आजकल रेलों में सीमेंट के स्लीपर बढ़ाये जा रहे हैं, यह कौन बनाता है? हमको जो जानकारी है, उसके अनुसार सरकार के दो यूनिट हैं स्लीपर बनाने के और जो भी यूनिट हैं उसमें ठेकेदार बनाते हैं और करोड़ों रुपये वह लूट लेते हैं। अब रेलवे में अल्यूमिनियम फूड पैकेट शुरु किये हैं, यह कौन बनाता है? रेल विभाग यह नहीं बनाता, यह मंत्री जी जिसको ठेका देते हैं, वह बनाता है। इसी प्रकार से अनेक पुल और दूसरी चीजें रेल विभाग द्वारा बनाई जाती हैं, जिसमें करोड़ों-अरबों रुपया खर्च होता है और ठेकेदार उसमें लूट लेते हैं और दूसरी तरफ सरकार कहती है, रेल विभाग कहता है कि साधन हमारे पास नहीं है। सरकार बहुत से काम अपने आप ही करती है, जैसे रेलवे कंस्ट्रक्शन लिमिटेड नामक एक संस्था है, जो विदेशों में काम करती है और अभी जो बजट पेश किया गया है, उसमें दिखाया गया है कि यह संस्था मुनाफा कमाती है। अगर सरकार इस तरह की संस्था से देश में भी काम कराती रहे तो काफी साधन जमा किया जा सकता है विकास का। जहां तक रेलों में आत्मनिर्भरता का प्रश्न है, मैं आपसे कहना चाहता हूं कि ऐसी अनेक जगहें हैं जहां पर कि रेल इंजिन और डीजल इंजिन के लिये पुर्जे बनते हैं लेकिन आज ये विदेश से मंगाये जाते हैं (**समय की घंटी**) ....

अंत में एक दो बातें कहकर मैं अपनी बात समाप्त करता हूं। महोदय, पूर्वोत्तर रेलवे के गड़हारा ट्रांसशिपमेंट में 246 मजदूरों को स्थाई करने के लिये रेलवे बोर्ड द्वारा आदेश दे दिये गये हैं, लेकिन अभी तक उनको स्थाई नहीं

किया गया है। मेरा निवेदन है कि उनको स्थाई किया जाये। वहां पर रेलवे बोर्ड के प्रबंध के अनुसार अस्थाई मजदूरों को अपग्रेड करना चाहिये। 400 मजदूरों को वहां पर फाजिल करने की जो साजिश की जा रही है उसको समाप्त करना चाहिये। इसी तरह से जो परिवार वहां पर पेंशन पाने के हकदार हैं उनको परिवार पेंशन और ग्रेच्युएटी दी जानी चाहियें। जोखिम भरे काम के लिये उन्हें विशेष वेतन दिया जाना चाहिये।

महोदय, पटना-गया लाइन को डबल किया जाना चाहिये। जनता एक्सप्रेस और अपर इंडिया ऐक्सप्रेस जो सैनिक अभ्यास के दरमियान में बंद हो गये थे उनको फिर से चालू किया जाये। आरा से सासाराम तथा फतुआ रतलामपुर रेल लाइन को बड़ी लाइन में तब्दील किया जाना चाहिये। इसी तरह से समस्तीपुर-दरभंगा लाइन को भी बड़ी लाइन में तब्दील किया जाना चाहिये। इन्हीं शब्दों के साथ में अपनी बात समाप्त करता हूं।

KUMARI SUSHILA TIRIA (Orissa): Mr. Vice-Chairman, I rise to support the Railway Budget for 1987-88 presented by the honourable Railway Minister, Shri Madhavrao Scindia. Speaking on the Railway Budget I would naturally like to emphasise about the State of Orissa from where I come. In Orissa there are thirteen districts and all the thirteen districts are populated by tribals. Therefore, I would like to draw attention to the development of the tribal districts. I have been a teacher and I know how the tribal people, the tribal children, the tribal students, are suffering in these districts. I shall narrate my own experience of the backward condition. When I asked one of the tribal students if he had seen a train, the student said he had seen a train and the wheels of the train were made of rubber. I am, therefore, glad that in this year's Budget emphasis has been laid on the upliftment of the poor and backward people of the country and of the Scheduled Castes and Scheduled Tribes. It is unfortunate that these backward class people and tribal people have remained poor because of lack of proper education. Without education how is the Government going to implement the schemes of development works? I would also like to bring to your attention that in Mayurbhani district there is one border railway line, Roopsa-Bangriposi, and there is another railway line, Padampad-Tata, both of which were stated to be on the closure list as being uneconomical. When I had put a question to the Railway Minister in this House, he replied that these lines were going to be closed as being uneconomical railway lines Now I ask: when you lay emphasis on the development and upliftment of the poor people, of the poor tribals, of these areas, why then do you propose closing these railway lines as being uneconomical? Sir, I want to inform this House and also the Minister of Railways that the Badampahar-Tatanagar local passenger train is very irregular. Sometime it comes to Badampahar at 9.00 A.M., sometimes at 6.00 A.M., and sometime it does not come at all. This train runs through a tribal area. I would like to tell the Minister that the people of this region are suffering and are facing a lot of problems. So, I would request the Minister to see that this train runs at regular timings. Also, this line should be converted into a BG line. Sir, Joshipur is one of the tourist places in Orissa. I am interested in this place and it is a nice place from the point of view of tourism. There are crocodile projects and tiger projects in this region and the Simlipal National Park also is there. If the Badampahar-Tatanagar local train and the Rupsa-Bangriposi train are extended to Joshipur, the richness of Simlipal would come into limelight.

In this connection, I would like to mention something about Poolbani area where there is no railway line

[Kumari Sushila Tiria]

at all. During the last visit of the Prime Minister, he himself felt the need to provide a railway line in this area. Sir, it is reported in some local Oriya newspapers that there is a conspiracy going on at higher levels to shift the proposed second Railway Divisional Headquarters from Sambalpur to some other place. This is a matter of very great regret. This year only a token amount of Rs. 65 lakhs has been sanctioned for this. It is true that it is not sufficient to speed up this project. My earnest appeal to the honourable Railway Minister is that he should take up this matter seriously and provide some more funds in the coming Supplementary Budget. However, these necessary works can be started soon. I would also request the honourable Minister to give special attention to the improvement of the Talcher-Sambalpur line and also to provide one super fast train, Rajdhani Express with limited stoppages, which should run between the capital of Orissa, that is, Bhubaneswar and New Delhi. I would be grateful if the honourable Minister of Railways could provide one AC two-tier coach in the Neelnachal Express and also in the Puri-New Delhi Express. The catering sedvice in these trains also needs to be improved. These trains run through many decoit-infested areas and areas where robberies and thefts take place. So, this fact should be kept in mind and proper patrolling should be arranged in these trains.

Lastly, Sir, I am glad to mention that during this period the number of railway accidents has come down and the Minister has taken the necessary steps to improve the overall performance of the Railways for which I am thankful to him. I congratulate him and I support the Railway Budget wholeheartedly. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Congratulations for the maiden speech!

श्री महेन्द्र मोहन मिश्र (बिहार) : उपसभाध्यक्ष महोदय, यह जो बचत का रेलवे बजट सदन में प्रस्तुत किया गया है, इसके लिए मैं मंत्री जी को, रेलवे बोर्ड के अध्यक्ष, सदस्यों और कर्मचारियों को धन्यवाद देता हूं । सब लोगों की निष्ठा, कार्यकुशलता और वित्तीय व्यवस्था में उनकी दक्षता के कारण ही यह बचत का रेल बजट बनाया जा सका है । इस बचत के बजट से आम लोगों में यह धारणा बढ़ती जा रही है कि माल भाड़े और पैसेन्जर्स के किराये में कोई वृद्धि नहीं की गई है, लेकिन उनकी सुविधाएं बढ़ती जा रही है । हमारे विरोधी दल के सदस्यों ने कहा कि यह जगलरी आफ फीगर्स है। लेकिन मैं कहना चाहता हूं कि ऐसी बात नहीं है । हमने 570 करोड़ रुपये रेवेन्यु में दिये हैं और घाटे को भी पूरा किया है । हमने 69 करोड़ की बचत की है । रेलवे से मेरा पिछले 10 वर्षों से संबंध रहा है । चाहे रेलवे मलाहकार समिति हो, रेलवे कंवेन्शन कमेटी के सदस्य के रूप में हो, रेलवे की कार्यप्रणाली को मैंने काफी अच्छी तरह से समझा है और मैं यह दावे के साथ कह सकता हूं कि इस वर्ष जो रेलवे बजट हमारे सामने पेश किया गया है, यह बहुत ही लाभकारी बजट है । यह ठीक है कि हमारे सामने वित्त की कमी है । यह ठीक है कि हम जिस अनुपात में रेलों की प्रगति चाहते है, जिस अनुपात में हम बैकवर्ड एरियाज में लाइनें बिछाना चाहते है, जिस अनुपात में हम रेलों का नवीनीकरण करना चाहते है, जिस अनुपात में इलैक्ट्रिफिकेशन करना चाहते है, उस अनुपात में हम नहीं कर पा रहे हैं । इसका सबसे बड़ा कारण यह है कि हमारे पास अर्थ की कमी है । दुनिया में हमारा रेलवे सिस्टम सबसे बड़ा है और दूसरे नम्बर पर है । 62 हजार किलोमीटर इसका ट्रेक है । इसमें 18 लाख कर्मचारी काम करते है । यह पब्लिक सेक्टर का सबसे बड़ा इन्टरप्राइज है । इतने बड़े पब्लिक अन्डरटेकिंग की जिस प्रकार से हमारे देश में व्यवस्था की जाती है वह हम सब के लिए प्रशंसा की बात है । इसके लिए हमारे रेल मंत्री जी, नवजवान रेल मंत्री जी, कर्मचारी, रेलवे बोर्ड के अध्यक्ष और सदस्य, सब प्रशंसा के पात्र

है । उन लोगों की कुशलता और दक्षता से हम रेलों को 21वीं शताब्दी में ले जाएंगे और इसका आधुनिकीकरण करेंगे । इसके लिए हमने मास्टर प्लान बनाया है। यह 45 हजार करोड़ रुपयों की प्रोजेक्ट है । 20 हजार करोड़ हम अपने इंटरनल रिसोर्सेज से प्राप्त करेंगे । हमारा लक्ष्य रेलों का अधिक से अधिक विकास करने का है ।

महोदय, मैं आपका ध्यान दो तीन बातों की ओर दिलाना चाहूंगा । रेलों में सेफ्टी, सेक्योरिटी और पंक्चुएलिटी ये तीन मुख्य बातें है । आपने रेलों में किराया नहीं बढ़ाया है, यह अच्छी बात है । लेकिन सेफ्टी, सेक्योरिटी और पंक्चुएलिटी की तरफ विशेष ध्यान देने की जरूरत है । मैं मानता हूं कि रेलों के काम में निरन्तर सुधार हो रहा है और काफी गाड़ियां अब टाइम पर चल रही है । हम लोग कल ही मगध एक्सप्रेस से आ रहे थे तो वह दिल्ली एक मिनट पहले ही पहुंच गई । हम 10-12 एम० पीज० उसमें आ रहे थे । सब ने कहा कि यह एक अजीबबात हुई है । इमरजेन्सी की तरह से पंक्च्युएलिटी हो गई है । कुछ गाड़ियां अभी भी देर से पहुंचती है । लेकिन उसके कुछ रिजन्स हैं । करीब 10 हजार हमारे पास इंजिन्स हैं । हमारे पास पुराने और स्टीम के इंजिन हैं । डीजल के और इलेक्ट्रिक इंजनों की हमारे पास कमी है । हमारे अधिकांश इंजिन्स और डिब्बे बूढ़े हो गये हैं । ऐसी परिस्थिति में उनको समय पर चलाना कठिन हो जाता है । हमारे गांव में भी बहुत से लोग ऐसे थे जो गाड़ी पर नहीं चढ़े थे । जो 20-25 मील दूर रहने वाला है वह भी अब गाड़ी पर महीने में दस बार चढ़ता है, ट्रैफिक काफी बढ़ा है । पंक्चुएलिटी के बारे में जो आप अच्छा काम कर रहे हैं इसमें और भी सुधार लायें । जो सबरबन ट्रेन हैं, मेन लाइन से हटकर जो क्षेत्र हैं, वहां पर जो गाड़ियां चलती हैं उन गाड़ियों को समय पर चलाने के लिये और उनको डिब्बों की सुविधा देने के ऊपर आपको विशेष रूप से ध्यान देना चाहिए । इसकी ओर कुछ कम ध्यान दिया जा रहा है । हो सकता है कि साधनों की कमी हो । लेकिन मैं चाहूंगा कि रेल मंत्रालय, रेलवे बोर्ड और रेलवे अधिकारी इस पर विशेष ध्यान दें । मेन लाइन से हटकेर देहातों में यातायात के इतने अच्छे साधन नहीं हैं । ऐसे ही क्षेत्र हमारे नार्थ बिहार का है जिसकी तरफ मैं आपका ध्यान आकर्षित करना चाहता हूं । यह क्षेत्र देश में बहुत ही डेंस पापुलेटेड, घनी आबादी का क्षेत्र है । लेकिन यह यातायात के मामले में बहुत ही पिछड़ा हुआ है । यह बात सभी जानते है कि आज से बहुत पहले 1950-51 में योजना बनी थी और 70-71 में हमारे भूतपूर्व रेल मंत्री ललित बाबू ने बरौनी से लेकर बारांबंकी तक की रेल लाइन को ब्राड गेज में कन्वर्ट किया था । हम चाहते हैं कि उत्तरी बिहार अन्य क्षेत्रों से जुड़ा रहे इसी तरह जो पूर्व, मध्यवर्ती और साउथ का जो इलाका है इसकी तरफ मैं आपका ध्यान आकर्षित करना चाहता हूं और आशा करता हूं कि आप इस क्षेत्रों की ओर ध्यान देंगे ।

जो सेक्युरिटी का मामला है यह एक बड़ी जटिल समस्या है । जब प्रश्न उठता है तो हमारे रेलवे विभाग के लोग कहते हैं कि यह राज्यों की समस्या है । यह बात सही है कि ला एंड आर्डर प्रदेशों की समस्या है, इसलिये मैं चाहता हूं कि हमारे रेल मंत्री प्रदेशों के मुख्यमंत्रियों से निश्चित तौर से बात करें और उनसे स्पष्ट कहें कि अगर अपने प्रदेश में आप गाड़ियों को सुरक्षित ढंग से ले जाने का विश्वास नहीं दिलाते हैं, आश्वासन नहीं देते है, अगर ऐसी व्यवस्था आप नहीं कर सकते हैं तो हम अच्छी से अच्छी गाड़ियां आपके प्रदेश को नहीं दे सकते हैं । रेल मंत्रालय का जी०आर०पी० पर 50 प्रतिशत नियंत्रण है । मैं आर०पी०एफ० और जी०आर०पी० का जो ड्यूल एडमिनिस्ट्रेशन है उसके खिलाफ हूं मैं चाहता है कि कोई ऐसी व्यवस्था हो जिससे यह ड्यूल एडमिनिस्ट्रेशन खत्म हो । इसके दो मालिक होते हैं । एक मालिक होता है जी०आर०पी० का प्रान्तीय सरकार के

[श्री महेन्द्र मोहन मिश्र]

लोग और दूसरा मालिक है आपका रेलवे प्रशासन । लेकिन उनके करेक्टर रोल का सिफारिश करती है स्टेट गवर्नमेंट । मैं चाहूंगा कि उन लोगों के करेक्टर रोल की अनुशंसा, उनके प्रोमोशन आदि की हकदार आपका रेलवे मंत्रालय हो । मैं जानता हूं एक ऐसे एस०आर०सी० को जो डी०आर०एम० को धमकी देता है । इसका कारण ड्यूल एडमिनिस्ट्रेशन है । मैं चाहूंगा कि रेल मंत्रालय इस संबंध में प्रधानमंत्री जी से बात करे और इस ड्यूल एडमिनिस्ट्रेशन को खत्म कराये । कभी कभी आप देख सकते हैं कि इसके कारण सारा एडमिनिस्ट्रेशन पैरालाइज हो जाता है । महोदय, मैं आपका विशेष वक्त नहीं लूंगा, अब मैं अपने क्षेत्र के बारे में कुछ कहना चाहूंगा । मैं गत दस वर्षों से अपने क्षेत्र के बारे में बराबर बोलता रहा हूं कुछ काम हुए है और कुछ काम नहीं भी हुए है ।

महोदय, सबसे पहले मैं खिलौनी बगाह जिसके बारे में यहां पर काफी चर्चा हो चुकी है, श्री कल्पनाथ राय जी भी कह चुके हैं, उसके बारे में कहना चाहता हूं । यह बहुत पुराना आन्दोलन के वक्त का है और जब आजादी की लड़ाई लड़ी जा रही थी उस वक्त यह था । यह टूट गया और उसके टूटने के बाद नहीं बना । बाद में श्रीमती इंदिरा गांधी ने इसका शिलान्यास भी किया, इसका सर्वेक्षण भी हुआ और बिहार और उत्तर प्रदेश के मुख्य मंत्रियों ने भी वायदा किया था रेल मंत्री जी से कि वे इस योजना के लिये कितनी आर्थिक सहायता दे सकेंगे, कितनी आर्थिक सहायता वे मुहैया कर सकेंगे । मैं चाहूंगा कि खिलौनी बगाह लाइन को फिर रीस्टोर करने के लिये आप आवश्यक कदम उठाये, इसको रिस्टोर करने का मंतव्य आप बनायें । उसी तरह हमारे कल्पनाथ राय जी ने भटनी और बनारस की बात कही । इस पर अर्थ वर्क हो गया है, मिट्टी का काम हो चुका है और रेल का ट्रैक देना है । ऐसी स्थिति हो गई है कि कहीं पर मीटर गेज है तो कहीं पर ब्राड गेज का काम हो गया है । इसलिए मेरा कहना यह है कि इस कार्य को शीघ्र पूरा किया जाए । जिन क्षेत्रों में ब्राड गेज का कनवर्शन हो गया है भटनी से बनारस में इस कार्य को निश्चित तौर पर दो सालों में जैसे कि वायदा किया गया है पूरा किया जाए । आपको एक निश्चित अवधि देनी चाहिये, इस अवधि में भटनी-बनारस का कार्य पूरा हो जायेगा । जहां तक उत्तर बिहार का सम्बन्ध है इस विषय में यातायात के प्रश्न को लेकर काफ लोगों ने आन्दोलन भी किया । यह बात सही है कि उत्तर बिहार में जो समुचित विकास होना चाहिये रेलवे का वह नहीं हो रहा है । इस में कोई दो मत नहीं हैं । मैं चाहूंगा कि इस क्षेत्र में ब्राड गेज लाइन होने से यह मेनस्ट्रीम में आ जाएगा अन्यथा जो इस क्षेत्र का आर्थिक विकास होना चाहिये वह नहीं हो पाता है । एक गाड़ है जिससे हम दिल्ली की ओर आते हैं और यहां के व्यापारी भी उधर जाते हैं । उस ट्रेन से ट्रेवल करें, अभी सुविधा कुछ बढ़ी है, दो ठो ए०स० डिब्बे बढ़े हैं लेकिन जो ट्रैफिक उस क्षेत्र का है वह बहुत ज्यादा है । आपने दिल्ली और नार्थ बिहार तथा पूर्वी उत्तर प्रदेश से आने वाले ट्रैफिक का सर्वेक्षण कराएं तो आपको यह पता चलेगा कि यह ट्रैफिक इतना ज्यादा है कि अगर चार सौ गाड़ियां भी चलाई जाएं तो भी पूरी नहीं होंगी । इस क्षेत्र में यात्रियों को ओवर-क्राउडिंग है । इसलिए मैं चाहूंगा जिस अवध आसाम मेल गाड़ी को इंडो पाक एग्रेशन के खतरे के कारण विदड्रा कर लिया गया था उसको आप तुरन्त चालू करें और चालू करने के बाद उसको नित्य प्रतिदिन चलाएं चलाएं क्योंकि वह गाड़ी एक सप्ताह में चार दिन चलती थी ताकि दिल्ली से गोहाटी आसानी से जा सकें । बिहार में दुमका हजारीबाग जिलों में आजादी के बाद रेलवे का समुचित विकास नहीं किया गया । दुमका जिला जो ट्राइबल जिला है हजारीबाग आदिवासियों का जिला है उस क्षेत्र में रेल हैड अभी तक नहीं गया है । सर्वेक्षण का काम हो चुका है, सर्वेक्षण से लोग समझते हैं

कुछ नहीं हो पाता है । लोग समझते हैं हल्ला करने से कुछ हो सकता है और इसी से ही कुछ राशि आप आबंटित करते हैं । मैं चाहता हूं कि रेल मंत्री जी इस बार स्पष्ट करें कि दुमका और हजारीबाग जिले में जहां रेल हैड अभी तक नहीं गया है उसको व्यवस्था वे करेंगे । मैं चाहूंगा कि पटना का गंगा का जो रेल ब्रिज है उत्तर बिहार के 18 जिले हैं उनका आवागमन इस गंगा ब्रिज से होता है जो अभी खुला है । रेल हैड के लिये बात चली थी कि इसे रेल हैड पर होना चाहिये मैं चाहूंगा कि इसके द्वारा उत्तर बिहार और दक्षिण बिहार को जोड़ने की व्यवस्था की जानी चाहिये । आरा-सासाराम के बारे में जैसे कि सूरज बाबू ने कहा भी कि आरा सासाराम का जितना क्षेत्र है इस क्षेत्र में अभी तक लोगों को बस के द्वारा आना-जाना पड़ता है । वहां लाइट रेलवे थी तो उसको गवर्नमेंट ने ले लिया। यह ठीक है कि काफी हमारे लोग उस में आ गये लेकिन उसको भी रिस्टोर करने की बात आपको करनी चाहिये । मैं चाहूंगा कि महानगरी एक्सप्रेस जो बनारस से बम्बई जाती है, हमारी बिहार सरकार ने भी मेमोरेंडम दिया है, मुख्य मंत्री जी ने कहा है कि उस ट्रेन को आप पटना तक एक्सटेंड कर दें । इस तरह से डेली पटना से बम्बई को एक सीधी गाड़ी सुपरफास्ट गाड़ी मिल जाएगी । मैं चाहूंगा कि ट्रैक्स के इलैक्ट्रीफिकेशन का काम भी बड़ी धीमी गति से चल रहा है इस साल आप 600 किलोमीटर करने जा रहे हैं पिछले साल 500 किलोमीटर किया गया । मुगलसराय से आसनसोल वाया पटना इस को अगर आप इलैक्ट्रीफाई कर दें । राजधानी एक्सप्रेस पटना हो कर के नहीं जाती है, डीलक्स नहीं जाती है मैं चाहूंगा कि यह भी पटना होकर के जाएं । एक बात मैं कहना चाहता हूं । मगध एक्सप्रेस केपिटल एक्सप्रेस कर के एक गाड़ी खुली थी तो ओवरनाइट पटना से दिल्ली आया करती थी । वह किस कारण से किस दबाव में आकर के विक्रमशिला एक्सप्रेस से जोड़ दी गई । अगर वह ट्रेन पटना राइट टाइम आई तो ठीक मगध एक्सप्रेस जो गाड़ी केपिटल टू केपिटल है उसका नतीजा यह होता है कि अकसर लेट हो जाया करती है । इसलिए मैं चाहूंगा कि पटना से दिल्ली जो गाड़ी थी उसको पटना से दिल्ली ही रहने दें, विक्रमशिला अगर भागलपुर से दिल्ली तक आती है तो उस में कोई हर्ज नहीं है । उसमें भी एक पैंट्री कार लगी रहती थी । दुर्भाग्यवश उस पैंट्री कार को विदड्रा कर लिया गया है । मैं समझता हूं कि आप हमारे उस क्षेत्र की इन सब बातों पर ध्यान देंगे । जो विकास की सुविधा देने की मंशा है इससे हम सब लोगों में काफी खुशी आई है । इन्हीं शब्दों के साथ मैं समाप्त करता हूं ।

*SHRI NARAYAN KAR (Tripura): Mr. Vice-Chairman, Sir, Shri Sukomal Sen from my Party spoke about the viewpoint of my Party on the present Railway Budget. I shall confine my observations to the reactions of eight States in the North Eastern Region on the present Railway Budget. I shall also narrate what the Central Government has done so far for the development of railway communication in the North Eastern Region.

Sir, you know that the North Eastern Region has eight States, namely, Tripura, Assam, Mizoram, Nagaland, Arunachal Pradesh, Meghalaya and Manipur. The present Railway Budget has disappointed the people of these eight States. They have serious grievances about it. After thirty-nine years of independence the Railway Budget is being presented to us. We shall find that even after such a long period only Guwahati the capital of Assam, has got railway links with the rest of the country. The capitals of other States in the North Eastern Region do not yet have railway links with the rest of the country. These States are economically very backward. They are inhabited by tribal population. No industrial development

*English translation of the original speech delivered in Bangla.

[Shri Narayan Kar]

has taken place there. Jhum method of cultivation of feudal days is still being practised by the tribal people there. These eight States are also border States of India. We know that imperialist forces are trying to establish their bases there. Therefore, in the interests of defence of the country, it was necessary to connect these eight States with the rest of the country through railway system.

Our country has 77000 km. railway track. Out of this, North Eastern Region has 2357 km. railway track. Out of this 2357 km. railway track, 2087 km. is Metre Gauge and 268 km. is Broad Gauge. This statistics shows to what extent the States in the North Eastern Region are lagging behind in the development of railway communication. It is difficult to find the North Eastern Region in the Railway Map of India.

Tripura, my State, has 34 km. railway line. Nagaland has only 9 km. railway line. Major portion of the railway line in the North Eastern Region is within the State of Assam. Therefore, these eight States in the North Eastern Region have serious grievances against the present Railway Budget as it has not given them anything. In fact, the present Railway Budget has pained the people of the North Eastern Region. The people of this region protest today against this kind of deprivation and neglect which the Congress(I) Government at the Centre has been pursuing as a matter of policy.

Sir, according to the request of the North Eastern Council, a project report was prepared in 1978 for the construction of 33 km. railway line from Dharmanagar to Kumarghat. At that time the estimated cost for this project was Rs. 8 crores 50 lakhs. It was said that this 33 km. railway line would be completed by 1984. But this railway line has been completed only upto 22 km. in 1986 and now the estimated cost has escalated to Rs. 37 crores 10 lakhs. Therefore, 11 km. line remains to be constructed and for this the budgetary allocation should have been Rs. 12 crores 44 lakhs. But in the present Budget, we find, only Rs. 5 crores have been allocated for this on-going project. If Rs. 10 crores are allocated in 1988-89 Railway Budget, and 12 future if allocation of money is made in this manner, this 33 km. railway line will be completed in 1991. It means that this project will be completed in thirteen years. Tripura will have 45 km. railway line when our country will celebrate 44th Anniversary of India's independence.

Sir, the capital of my State is 130 km. away from Kumarghat. Our Prime Minister and other leaders of the Ruling Party emphasise upon this point that they are leading the country towards Socialism. They take pride in the fact that India has made tremendous progress in science and technology. They also take pride in the fact that India has taken a great stride in industrial development. But there is one tribal-inhabited State in this country, namely, Tripura where the people will find that the railway line has reached the capital of their State when the country will celebrate 130 Anniversary of India's Independence. In this manner, the Central Government is depriving the people of the North Eastern Region of development of railway communication facilities. The people of this region have been living with this kind of deprivation and neglect.

The North Eastern Council requested the Central Government to have a survey for the construction of railway line from Agartala to Sabrum. But in the present Budget no provision has been made for that survey work.

Survey work for the extension of railway line to Agartala has been completed. But the Budget says nothing about the completion of this project during the period of the Seventh Five Year Plan.

Why do we demand railway line? As you know, Sir, the States in the

North Eastern Region are completely separated from the mainland. These States require cement and steel. The people of these States require essential consumer goods which are transported there from other parts of the country. Railway is the only means of transport for carrying goods to these States. But, unfortunately, these States do not have railway links with other parts of the country. Oil and Natural Gas Commission has discovered natural gas under the soil in this region. But the Government of India says that that natural gas cannot be utilised for industrial development in that region for want of railway communication there. On the same ground, according to the Government of India, the raw materials available there cannot be utilised for industrial development. Therefore, this region badly needs the development of railway communication.

Here many Members are there from the North Eastern Region. I would like to bring a matter to their notice. It is 452 km. from Guwahati to Dharmanagar. But the train takes 22 to 24 hours to cover this much distance. Therefore, the average speed of the train is 15 to 17 km. per hour. I have heard other Members in the House attentively. They have spoken about the extension of railway lines in their respective States. Can any Member say that there is a place in India where a train runs at the average speed of 15 to 17 km per hour even after thirty-nine years of independence. So this sort of obsolete track of British days is still being maintained between Guwahati and Dharmanagar. Besides, the passengers are required to change the train at Lumding on this line. We therefore, demanded a direct train from Guwahati to Dharmanagar. But the Budget is silent on our demand, although it has said about the introduction of some new trains. This is how the people of this region are being deprived of railway communication facility. I would again appeal to the hon. Minister to start a direct train from Guwahati to Dharmanagar.

According to present Budget, seven new railway lines will be constructed. But how many new railway lines are there for the North Eastern Region? Out of seven new railway lines, four have gone to Kerala. This has been done keeping in view the impending election in Kerala. So decisions on new railway lines are being taken out of political consideration. This sort of political decision will help the agents of imperialist forces who are very active in the North Eastern Region Central Government's policy based on political considerations is pushing the people of the North Eastern Region towards scession and separatism. Therefore, this kind of policy requires change.

The students and youth of Tripura staged Dharna before the Boat Club in Delhi on the 7th and 8th May last year for the construction of Railway line in Tripura. They met the then Railway Minister, Prime Minister and the Planning Commission. They all assured them that they would consider the construction of new railway line in Tripura next year. All Opposition leaders went to Boat Club and supported our demand. I would like to tell the Opposition leaders again that the present Railway Budget has created serious dissatisfaction among the people of Tripura. The Legislative Assembly of Tripura has passed a Resolution to the effect that a representative body of MLAs should meet the Railway Minister to plead the case of Tripura for railway development. I solicit the help of opposition leaders to strengthen the case of Tripura in this regard. I also solicit the help of all the Members of Parliament from the North Eastern Region to strengthen the demand of Tripura for railway development.

Seven hundred and four Panchayats have decided to send telegrams separately to the Prime Minister, asking him to give guarantee that the railway line upto Agartala will be ex-

[Shri Narayan Kar]

tended during the Seventh Five Year Plan period. I humbly submit to the hon. Railway Minister that the people of Tripura will not remain silent spectators if Tripura continues to be neglected in this manner in regard to development of railway communication. We have decided to start an agitation in support of our demand by April this year. I hope, the hon. Minister will not push the people of Tripura to the path of agitation With these words, I conclude.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Shri Hashim Kidwai.

SHRI SUKOMAL SEN: Just one minute. He was speaking on behalf of the North-Eastern Railway. The hon. Minister did not hear him. He did not put on the earphone. The hon. Member was speakng in Bengali and he was making an important point. How can the Minister reply to his points?

SHRI MADHAVRAO SCINDIA: Everything is being recorded. I am a linguist.

डा० एम० हाशिम किदवई (उत्तर प्रदेश) : जनाब वाइस चेयरमैन साहब, मैं इस वक्त रेलवे बजट और रेलवे एप्रोप्रियेशन बिलों को सपोर्ट करने के लिये खड़ा हुआ हूं। पहले इससे कि मैं बजट के बारे में कुछ अर्ज करूं यह अर्ज करना चाहूंगा कि जिस अंदाज का यह बजट पेश किया गया है, वह सिर्फ बजट ही नहीं है बल्कि वह हमें यह दिखाता है कि हमारा मुल्क किस मंजिल की तरफ चल रहा है और अपने हर दिल अजीज वजीरे आजम राजीव गांधी की लीडरशिप में हमारा मुल्क किस तेजी से सोशिलिज्म के रास्ते की तरफ गामजन है, इसलिए अगर इस मौके पर अपने हिन्दुस्तानी भाइयों का जो के दुनियां की सबसे बड़ी जम्हूंरियत के सिटिजन्स है, को मुखातिब करके अगर यह शेर पेश करूं तो मेरे ख्याल में यह सूरते–हाल की सही आक्कासी होगी :

उठ के अब बज्मे जहां का और ही अन्दाज है,
मशरिको मगरिब में तेरे दौर का आगाज है।

यानी वह दिन दूर दहीं है, जब कि सिर्फ नोन-एलाइन कन्ट्रीज यानि-नावा-विस्ता मुल्कों की ही नहीं बल्कि सारी दुनियां की लीडरशिप हमारे हर दिल अजीज और नौजवान वजीरे आजम राजीव गांधी जी की कयादत में हमारा मुल्क करेगा। यह हमारी बड़ी खुशकिस्मती है कि हमारे वजीरे आजम ने एक ऐसे शख्स को रेलवे मिनिस्ट्री का सरबरहा या हेड चुना, जो अपनी एफिसियेन्सी या कारगुजारी में, इण्टिग्रेटी में और बेपनाह काम करने की की सलाहियत में इंतियाजी दर्जा रखते हैं। हम इस वक्त तहेदिल से उनको मुबारकवाद देते हैं कि उन्होंने ऐसा बजट पेश किया जिसमें मुल्क की जनता पर किसी किस्म का कोई भार नहीं डाला है बल्कि इस बजट के जरिए से हर किस्म की तरक्की हुई है। अगर हम यह कहें तो गलत न होगा कि रेलवे की ओवर-आल परफोरमेंस बहुत ही ज्यादा स्पैलेंडिड रही है और इसकी मिसाल बहुत कम मुल्कों में मिलेगी।

सबसे पहली बात हम लोगों की सोचने की यह है कि दुनियां का कोई भी मुल्क अपनी आजादी उस वक्त तक कायम नहीं रख सकता, जब तक कि वह एकोनामिक एतबार से बहुत मजबूत न हो। इस सिलसिले में रेलवे का जो कारनामा रहा है और अब है, वह काबिले-तारीफ है। मुल्क में आज जो इण्डस्ट्रिलाइजेशन हुआ है, और जिस हद तक मुल्क मुआशी एतबार से मजबूत हुआ हैं, उसमें रेलवे का बहुत बड़ा हाथ रहा है। आज जिस तरह से दुनियां की सबसे बड़ी पार्लियामेंटरी डेमोक्रेसी हिन्दुस्तान में है, और आबादी के लिहाज से भी हमारा मुल्क दुनिया का दूसरा सबसे बड़ा मुल्क है, उसी तरह से स्टेट ओनरशिप में हमारा रेलवे सिस्टम दुनिया का दूसरा और एशिया का सबसे बड़ा रेलवे सिस्टम है।

इसमें जो हमने तरक्की की है वह इस दर्जे है कि इसकी मिसाल दुनियां की तारीख में कहीं नहीं मिलेगी। सन् 1950–51 में हमारे डीजल इंजिनों की तादाद 17

थी वह 1985–86 में बढ़कर 3,047 हो गई है। इसी तरह से इलैक्ट्रिक लोकोमोटिव्ज की तादाद जो सन् 1950–51 में 72 थी 1985–86 में बढ़कर 1302 हो गई। 1950–51 में रेल डिब्बों की तादाद 1310 थी, यह 1985–86 में बढ़कर 27700 हो गई। इसी तरह से मालगाड़ी डिब्बों की तादाद जो 1950–51 में 2 लाख 5 हजार थी वह 1985–86 में बढ़कर 3 लाख 59 हजार 314 हो गई है। सबसे ज्यादा रेलवे पैसेंजर की तादाद बढ़ी है। पैसेंजर की तादाद 1950–51 में 1284 मिलियन थी वह 1985–86 में बढ़कर 3433 मिलियन हो गई है। इसी तरह से सबसे बड़ा कारनामा रेलवे का यह है कि, जिसके लिए हम अपने मिनिस्टर साहब को तहे दिल से मुबारकवाद देते हैं, रेलवे के जो टारगेट थे चाहे वे पैसेंजर ट्रेफिक के हों या क्रेट या सामान की ढुलाई के, इन सबको बड़ी कामयाबी के साथ न सिर्फ उन्होंने पार किया है, बल्कि उसमें बहुत ज्यादा वे आगे बढ़ गए हैं। मसलन फ्रेट में 9.38 मिलियन टन के टारगेट से ज्यादा रेलवे में सामान की ढुलाई हुई है। इसके लिए हमारे मंत्री जी दिली मुबारकबाद के मुस्तहक हैं।

[उपसभाध्यक्ष (श्री पशुपति नाथ मुकुल) पीठासीन हुए]

इसके साथ ही यह हम लोगों की बड़ी कोताही होगी अगर हम फिर एक बार मिनिस्टर साहब का शुक्रिया न अदा करें। इन सहूलियतों के बारे में जिनका उन्होंने ऐलान किया है। मसलन जिस तरह से उन्होंने हमारे मुल्क के जो शहीद लोग हैं, जो विधवाएं हैं जिन्होंने अपनी जानें दी हैं उनके लिए सहूलियतें दी है और इसी तरह से उन्होंने रिजर्वेशन में कप्यूटराइजेशन करके लोगों को सहूलियतें दी हैं, मंत्री जी दिली मुबारकवाद के मुस्तहक हैं।

इसके साथ ही अबचन्द तस्वीरें मिनिस्टर साहब के सामने पेश करना चाहता हूं और उम्मीद करता हूं कि वह इन पर खास गौर फरमाएंगे। सबसे बड़ा मसला यह है कि ट्रेनों में ओवर क्राउडिंग रोज ब रोज बढ़ती जा रही है। इसका एक हल यह हो सकता है कि बड़े स्टेशनों पर ट्रेनों की रवानगी से पहले कुछ डिब्बे जोड़ दिये जाएं इस तरह से भीड़ को कम किया जा सकता है। दूसरा मसला यह है कि अक्सर स्टेशनों पर इंक्वायरी आफिसेज सही काम नहीं करते। मसलन लखनऊ में और अलीगढ़ में अपने जाती तजुरबे की बिना पर अर्ज कर रहा हूं, जब भी उनसे, पूछा जाता है कि ट्रेन की क्या पोजीशन है और ट्रेन कब आ रही है तो वे जवाब नहीं देते। तो लिहाजा ऐसी कोई सूरत अखतियार करनी चाहिए कि इंक्वायरी स्टाफ वालों से पूरा-पूरा काम लिया जाए और मुझे खुशी है कि अलीगढ़ में जब इस किस्म की शिकायत मैंने मिनिस्टर साहब से की तो उन्होंने फ़ोरन ऐक्शन लिया और कुछ लोगों को सेस्पेंड भी किया। मुझे उम्मीद है कि इसी तरह की कार्यवाही भी दूसरे स्टेशनों पर की जाएगी ताकि लोग सही तौर से काम करें। इसी के साथ मेरा ऐसा सुझाव है कि ट्रेनों की रवानगी के वक्त स्टेशन स्टाफ के सीनियर लोग प्लेटफार्म पर आएं और सेकिंड क्लास के पैसेंजरों की कठिनाइयों को देखें और उन्हें दूर करें। दूसरी तजवीज यह है कि बाज फास्ट ट्रेनों की फ्रीक्वेंसी बढ़ाई जाए जैसे टाटा रांची-काल्का एक्सप्रेस इन सबकी फ्रीक्वेंसी कम से कम एक दिन और बढ़ाई जाए।

जनाब महोदय, कुछ बदनसीब ट्रेने सीऐ भी हैं, जिन पर आज तक तवज्जह नहीं दी गई है। मसलन बरेली-अलीगढ़ लाइन जिसका फासला सिर्फ 104 मील है, लेकिन उसको तय करने में 7–8 घंटे लग जाते हैं। अलीगढ़ से बरेली और बरेली से अलीगढ़ पहुंचने में 7–8 घंटे का समय लग जाता है।

6 P.M. मिनिस्टर साहब इस गाड़ी की स्पीड बढ़ायें और कम से कम एक ट्रेन को एक्सप्रेस कर दें। मेरे लायक दोस्त कल्पनाथ राय साहब ने और दूसरे दोस्तों ने भटनी और बनारस की लाइन के बारे में कहा है। मुझे उम्मीद है कि मिनिस्टर साहब इस तरफ खास तवज्जो देंगे ताकि जल्दी से जल्दी बनारस-भटनी लाइन का मसला हल हो।

[डा० एम० हाशिम किदवई]

इसी तरह से चित्रकूट लखनऊ एक्सप्रेस गाड़ी का मसला है । उसका भी यही हाल है । वह भी बहुत देर से लखनऊ पहुंचती है और बहुत वक्त लेती है । जरूरत इसकी है कि इस वक्त को कुछ घटाया जाये और गाड़ी की स्पीड बढ़ाई जाये ।

रेलवे के प्लेटफार्मों पर सफाई की तरफ भी बहुत कम ध्यान दिया जाता है । सेकिण्ड क्लास के टायलेट, लेटरीन्स भी बहुत गन्दे होते हैं उन पर खास तवज्जो की जाये । हम लोगों का भी यह तजुर्बा है कि वेटिंग रूम्स में जो स्टाफ ड्यूटी पर होता है वह बहुत गंदा होता है । वहां पर काम करने वाले कर्मचारी बहुत गन्दे रहते हैं । जरूरत इसकी है कि इस पर खास तवज्जो दें ।

कन्टेनर सिस्टम जो है इसकी तरफ भी ध्यान देने की जरूरत है । इसमें इस तरह से तरमीम की जाये कि खाने की चीजें जो इसमें होती हैं वे न मिल सकें क्योंकि बहुत मर्तबा ऐसा होता है कि बहुत सी चीजें आपस में मिल जाती हैं और खाने का मजा खराब हो जाता है ।

ट्रेनों को पंक्चुअलिटी की तरफ भी खासतौर से तवज्जो करने की जरूरत है । अभी हमारे एक दोस्त ने बिल्कुल सही फर्माया कि रेलवे से जो पब्लिक अनाउन्समेंट होता है वह बहुत कम सही होता है । हमेशा यह कहा जाता है कि गाड़ी आने वाली है और जब आने की उम्मीद होती है तो इस वक्त बताया जाता है कि ट्रेन तो एक घंटा लेट है और फिर यह दो घंटा या इससे भी ज्यादा लेट हो जाती है । बाज स्टेशनों पर, मसलन लखनऊ में, अलीगढ़ में ऐसा होता है । पब्लिक अनाउन्समेंट किया जाता है कि गाड़ी फलां प्लेटफार्म पर आ रही है लेकिन जब गाड़ी आती है तो वह दूसरे प्लेटफार्म पर आती है । इससे यात्रियों को बड़ी दिक्कत होती है । इस पर भी मिनिस्टर साहब को ध्यान देना चाहिये ।

एक अर्ज और करना चाहूंगा कि टाइम टेबल की तरफ भी खास तवज्जो देने की जरूरत है क्योंकि इसमें गलतियां रह जाती हैं । इसकी छपाई में बहुत सी गलतियां रह जाती हैं उन को ठीक किया जाये । दूसरे स्टेशनों पर जो चार्ट लगाया जाता है वह इतना डिम हिन्द टाइप किया हुआ होता है कि पढ़ने में नहीं आता । जरूरत इसकी है कि इसको इस तरह से टाइप कराया जाये कि आसानी से पढ़ा जा सके । यह भी अर्ज करूंगा कि यह चार्ट अंग्रेजी में भी होना चाहिए । एक बात इस सिलसिले में यह है कि उर्दू में भी टाईम टेबल पब्लिश होना चाहिए । इन अल्फाज के साथ मैं रेल मिनिस्टर साहब को मुबारक देता हूं कि उन्होंने इतना अच्छा बजट पेश किया । हमें उम्मीद है कि उनकी कयादत में रेलवे मिनिस्टरी तरक्की करेगी और मुल्क की यकजहती में और एतहाद और मुआशी तरक्की में बढ़-चढ़ कर हिस्सा लेगी और इस तरह से मुल्क की तरक्की में इसका बहुत बड़ा हाथ होगा ।

†[ڈاکٹر - ایم - هاشم قدوائی

(اتر پردیش) جناب وائس چیرمین صاحب - میں اس وقت ریلوے بجٹ اور ریلوے (انپروپری ایشن) بلوں کو سپورٹ کرنے کیلئے کھڑا ہوا ہوں - پہلے اس سے کہ میں بجٹ کے بارے میں کچھ عرض کروں - یہ عرض کرنا چاہونگا کہ جس انداز کا یہ بجٹ پیش کیا گیا ہے - وہ صرف بجٹ ہی نہیں ہے بلکہ وہ ہمیں یہ دکھاتا ہے کہ ہمارا ملک کس منزل کی طرف چل رہا ہے اور اپنے ہردلعزیز وزیر اعظم راجیو گاندھی کی لیڈر شپ میں ہمارا ملک کس تیزی سے سوشلزم کے راستے کی طرف گامزن ہے - اسلئے اگر اس موقع پر اپنے ہندوستانی بھائیوں کا - جو دنیا کی سب سے بڑی جمہوریت

†[Transliteration in Arabic Script]

سب سے پہلی بات ہم لوگوں کو سوچنے کی یہ ہے کہ دنیا کا کوئی بھی ملک اپنی آزادی اسوقت تک قائم نہیں رکھہ سکتا - جب تک کہ وہ اکونومک اعتبار سے بہت مضبوط نہ ہو - اس سلسلے میں ریلوے کا جو کارنامہ رہا ہے اور اب ہے - وہ قابل تعریف ہے - ملک میں آج جو انڈسٹریلائزیشن ہوا ہے - اور جس حد تک ملک معاشی اعتبار سے مضبوط ہوا ہے اسمیں ریلوے کا بہت بڑا ہاتھہ رہا ہے - آج جسطرح سے دنیا کی سب سے بڑی پارلیمنٹری ڈیموکریسی ہندوستان میں ہے - اور آبادی کے لحاظ سے بھی ہمارا ملک دنیا کا دوسرا سب سے بڑا ملک ہے - اسی طرح سے اسٹیٹ آف شپ میں ہمارا ریلوے سسٹم دنیا کا دوسرا اور ایشیا کا سب سے بڑا ریلوے سسٹم ہے اسمیں ہم نے جو ترقی کی ہے وہ اس درجے کی ہے کہ اسکی مثال دنیا کی تاریخ میں کہیں نہیں ملیگی - سنہ ۵۱-۱۹۵۰ع میں ہمارے ڈیزل انجنوں کی تعداد ۱۷ تھی اب وہ سنہ ۸۵-۸۴ میں بڑھکر ۳۰۴۷ ہو گئی ہے - اسی طرح سے (الیکٹرک لوکوموٹوز) کی تعداد جو سنہ ۵۱-۱۹۵۰ ع میں ۷۲ تھی سنہ ۸۶-۸۵ میں وہ بڑھکر ۱۳۰۲ ہو گئی - ۵۱-۱۹۵۰ع میں ریل قبوں کی تعداد ۱۳۱۰۹ تھی سنہ ۸۶-۸۵ کے سٹیٹسٹس میں کو مخاطب کرکے اگر یہ شعر پڑھ کروں تو میرے خیال میں یہ صورتحال کی صحیح عکاسی ہوگی :

اتھ کہ اب بزم جہاں کا اور ہی انداز ہے
مشرق و مغرب میں تیرے دور کا آغاز ہے

یعنی وہ دن دور نہیں ہے - جبکہ صرف نان الائنڈ سنگریز یعنی ناوابستہ ملکوں کی ہی نہیں بلکہ ساری دنیا کی لیڈر شپ ہمارے ہر دل عزیز اور نوجوان وزیر اعظم راجیو گاندھی جی کی قیادت میں ہمارا ملک کریگا - ہماری بڑی خوش قسمتی ہے کہ ہمارے وزیر اعظم نے ایک ایسے شخص کو ریلوے منسٹری کا سربراہ یا ہیڈ چنا - جو اپنی ایفی شینسی یا کارگزاری میں - انٹی گرٹی میں اور بے پناہ کام کرنے کی صلاحیت میں امتیازی درجہ رکھتے ہیں - ہم اس وقت تہہ دل سے انکو مبارکباد دیتے ہیں - کہ انہوں نے ایک ایسا بجٹ پیش کیا - جسمیں ملک کی جنتا پر کسی قسم کا کوئی بھار نہیں ڈالا ہے بلکہ اس بجٹ کے ذریعہ سے ہر قسم کی ترقی ہوتی ہے - اگر ہم یہ کہیں تو غلط نہ ہوگا کہ ریلوے کی اوور آل پرفارمینس بہت ہی زیادہ اسپلینڈڈ رہی ہے اور اسکی مثال بہت کم ملکوں میں ملیگی -

کے بارے میں جن کا انہوں نے اعلان کیا ہے انہوں نے ہمارے ملک کے جو شہید لوگ ہیں - جو بیوائیں ہیں جنہوں نے اپنی جانیں دی ہیں انکے لئے سہولتیں دینی ہیں اسی طرح سے انہوں نے ریزرویشن میں کمپیوٹرائزیشن کرکے لوگوں کو سہولتیں دیں ہے - جسکے لئے منتری جی دلی مبارکباد کے مستحق ہیں -

اسکے ساتھ ہی اب چند تصویریں منسٹر صاحب کے سامنے پیش کرنا چاہتا ہوں اور امید کرتا ہوں کہ وہ ان پر خاص توجہ فرمائینگے - سب سے بڑا مسئلہ یہ ہے کہ ٹرینوں میں اوور کراؤڈنگ روز بروز بڑھتی جا رہی ہے - اسکا ایک حل یہ ہو سکتا ہے کہ بڑے اسٹیشنوں پر ٹرینوں کی روانگی سے پہلے کچھ ڈبے جوڑ دئے جائیں - اسطرح سے اس پرابلم کو کم کیا جا سکتا ہے - دوسرا مسئلہ یہ ہے کہ ہمارا یہ تجربہ ہے کہ اکثر ریلوے اسٹیشنوں پر انکوائری آفس صحیح کام نہیں کرتے - مثلاً لکھنؤ میں اور علی گڑھ یہ اپنے ذاتی تجربے کی بنا پر عرض کر رہا ہوں جب بھی ان سے پوچھا جاتا ہے ٹرین کی کیا پوزیشن ہے تو وہ جواب نہیں دیتے - تو لہذا ایسی کوئی صورت اختیار کرنی چاہئے کہ انکوائری اسٹاف والوں سے پورا پورا کام لیا جائے اور مجھے خوشی ہے کہ علیگڑھ میں جب اس قسم کی

[ڈاکٹر ایم - ہاشم قدوائی]

میں بڑھکر ۲۷۷۰۰ ہو گئی - اسی طرح سے مال گاڑی ڈبوں کی تعداد جو سنہ ۱۹۵۰-۵۱ع میں دو لاکھ پانچ ہزار تھی سنہ ۸۶-۸۵ میں وہ بڑھکر تین لاکھ انسٹھ ہزار تین سو چودہ ہو گئی ہے - سب سے زیادہ ریلوے پیسنجرس کی تعداد بڑھی ہے - پسنجرس کی تعداد ۱۹۵۰-۵۱ع میں ۱۲۸۴ ملین تھی وہ سنہ ۱۹۸۵-۸۶ع میں بڑھکر ۳۴۳۳ ملین ہو گئی ہے- اسی طرح سے سب سے بڑا کارنامہ ریلوے کا ہے جسکے لئے ہم اپنے منسٹر صاحب کو تہہ دل سے مبارکباد دیتے ہیں کہ ریلوے کے جو ٹارگیٹ تھے چاہے وہ پسنجر ٹریفک کے ہوں یا فریٹ یا سامان کی ڈھلائی کے - ان سب کو بڑی کامیابی کے ساتھ نہ صرف انہوں نے پار کیا ہے بلکہ اسمیں بہت زیادہ وہ آگے بڑھ گئے ہیں - مثلاً فریٹ میں تو اٹھاریہ ارتیس ملین ٹن کے ٹارگیٹ سے زیادہ ریلوے میں سامان کی ڈھلائی ہوئی - اسکے لئے ہمارے منسٹر صاحب ہی مبارکباد کے مستحق ہیں -

[اپ سبھا ادھیکش (شری پشپتی ناتھ سکل) پیٹھاسین ہوئے]

اس کے ساتھ ہی یہ ہم لوگوں کی بڑی کوتاہی ہوگی اگر ہم پھر ایک بار جو منسٹر صاحب کا شکریہ نہ ادا کریں ان سہولتوں

دوست کلہاتھ رائے صاحب نے اور دوسرے دوستوں نے ''بھٹنی'' اور ''بنارس'' کی لائن کے بارے میں کہا ہے مجھے امید ہے کہ منسٹر صاحب اس طرف خاص توجہ دینگے- تاکہ جلدی سے جلدی ''بنارس- بھٹنی'' لائن کا مسئلہ حل ہو -

اسی طرح سے دیہر کوٹ - لکھنؤ ایکسپریس کا مسئلہ ہے - اس کا بھی یہی حال ہے - وہ بھی بہت دیر سے لکھنؤ پہنچتی ہے اور بہت وقت لیتی ہے - ضرورت اس کی ہے کہ اس وقت کو کچھ گھٹایا جائے اور گاڑی کی اسپیڈ بڑھائی جائے -

ریلوے پلیٹ فارموں کی اوپر صفائی کی طرف بہت کم دھیان دیا جاتا ہے - سیکنڈ کلاس کے ''ٹائلیٹ'' لیٹرینس وہ بہت گندی ہوتی ہیں - ان پر خاص توجہ کی جائے - ہم لوگوں کا یہ بھی تجربہ ہے کہ پینٹری کار میں جو اسٹاف ڈیوٹی پر ہوتا ہے وہ بہت گندہ ہوتا ہے - وہاں پر کام کرنے والے کرمچاری بہت گندے رہتے ہیں - ضرورت اسکی ہے کہ اس پر بھی خاص توجہ دیں -

کھانیلز سسٹم جو ہے اسکی طرف بھی دھیان دینے کی ضرورت ہے - اسمیں اسطرح سے ترمیم کی جائے کہ کھانے کی چیزیں جو اس شکایت میں نے منسٹر صاحب سے کی تو انہوں نے فوراً ایکشن لیا اور کچھ لوگوں کو سسپینڈ بھی کیا - مجھے امید ہے کہ اسی طرح کی کاروائی دوسرے اسٹیشنوں پر بھی کی جائیگی - تاکہ یہ لوگ صحیح طور سے کام کریں - اسی کے ساتھ میری تجویز ہے کہ ٹرینوں کی روانگی کے وقت اسٹیشن اسٹاف کے سینئر لوگ پلیٹ فارم پر آئیں اور سیکنڈ کلاس کے پسنجرس کی پریشانیوں کو دیکھیں اور انہیں دور کریں - دوسری تجویز یہ ہے کہ بعض فاسٹ ٹرینوں کی فریکوینسی بڑھائی جائے جیسے (ٹاٹا - رانچی کالکا - ایکسپریس) ان سبکی فریکونسی کم سے کم ایک دن اور بڑھائی جائے -

جناب محترم کچھ بد نصیب ٹرینیں ایسی بھی ہیں جن پر آج تک توجہ نہیں دی گئی ہے - مثلاً بریلی علیگڑھ لائن جسکا فاصلہ صرف ۱۰۴ میل ہے لیکن اسکو طے کرنے میں سات آٹھ گھنٹے لگ جاتے ہیں - علیگڑھ سے بریلی اور بریلی سے علیگڑھ پہونچنے میں سات آٹھ گھنٹے کا وقت لگ جاتا ہے - منسٹر صاحب اس گاڑی کی اسپیڈ بڑھائیں اور کم سے کم ایک ٹرین کو ایکسپریس کر دیں - میرے لئے

اس کی چھپائی میں بہت سی غلطیاں ہوتی ہیں - ان کو ٹھیک کیا جائے - دوسرے اسٹیشنوں پر جو چارٹ لگایا جاتا ہے یہ اتنا قم ہندی ٹائپ کیا ہوا ہوتا ہے کہ پڑھنے میں نہیں آتا - ضرورت اسکی ہے کہ اسکو اسطرح سے ٹائپ کرایا جائے کہ آسانی سے پڑھا جا سکے - یہ بھی عرض کرونگا کہ یہ چارٹ انگریزی میں بھی ہونا چاہئے - ایک بات اس سلسلے میں یہ ہے کہ اردو میں ٹائم ٹیبل کو بھی پبلش ہونا چاہئے - ان الفاظ کے ساتھ میں ریل منسٹر صاحب کو مبارکباد دیتا ہوں کہ انہوں نے اتنا اچھا بجٹ پیش کیا - ہمیں امید ہے کہ انکی قیادت میں ریلوے منسٹری ترقی کریگی - اور ملک یکجہتی اور اتحاد اور معاشی ترقی میں بڑھ چڑھ کر حصہ لے گی اور اس طرح سے ملک کی ترقی میں اس کا بہت بڑا ہاتھ ہوگا-]

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): Now, there are 12 more speakers and the time at our disposal is not even one hour because at seven the Minister has to give the reply. So, either the list should be curtailed or you speak for not more than five minutes so that everybody gets a chance. Now, Prof. Asima Chatterjee.

PROF. (MRS.) ASIMA CHATTERJEE (Nominated): Sir, before I speak, I am the only nominated Member to speak on the Railway Budget and so you will kindly give me a little more time.

[ڈاکٹر ایم - ہاشم قدوائی]

میں ہوتی ہیں وہ مل نہ سکیں - کیونکہ بہت مرتبہ ایسا ہوتا ہے کہ بہت سی چیزیں آپس میں مل جاتی ہیں اور کھانے کا مزہ خراب ہو جاتا ہے -

ٹرینوں کی پنکچوئیلٹی کی طرف بھی خاص طور سے توجہ کرنے کی ضرورت ہے - ابھی ہمارے ایک دوست نے بالکل صحیح فرمایا کہ ریلوے سے جو پبلک اناؤنسمنٹ ہوتا ہے وہ بہت کم صحیح ہوتا ہے - ہمیشہ یہ کہا جاتا ہے کہ گاڑی آنے والی ہے اور جب آنے کی امید ہوتی ہے تو اس وقت بتایا جاتا ہے کہ ٹرین تو ایک گھنٹہ لیٹ ہو ہوگی اور پھر یہ دو گھنٹہ یا اس سے بھی زیادہ لیٹ ہو جاتی ہے - بعض اسٹیشنوں پر - مثلاً لکھنؤ میں علیگڑھ میں ایسا ہوتا ہے - پبلک اناؤنسمنٹ کیا جاتا ہے کہ گاڑی فلاں پلیٹ فارم پر آ رہی ہے- لیکن جب گاڑی آتی ہے تو وہ دوسرے پلیٹ فارم پر آ کھڑی ہوجاتی ہے - اس سے مسافروں کو بڑی دقت ہوتی ہے - اس پر بھی منسٹر صاحب کو دھیان دینا چاہئے -

---

ایک عرض اور کرنا چاہونگا کہ ٹائم ٹیبل کی طرف بھی خاص توجہ دینے کی ضرورت ہے - کیونکہ اسمیں غلطیاں رہ جاتی ہیں-

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): That I can't do. Madam.

PROF. (MRS.) ASIMA CHATTERJEE: I understand your difficulty, but I am the only nominated Member to speak on the railway budget ... (*Interruptions*) .... Let me start then. Thank you, Mr. Vice-Chairman, Sir, for giving me an opportunity to participate in the debate on the Railway Budget.

I support the Budget. But I would like to make a few remarks, and I consider these remarks as constructive criticisms which would help to increase the operational efficiency and to improve the present railway system.

As we are aware, the Indian Railways are the biggest public enterprise in the country and serve as arteries of the nation. or the common man this is the best mode of transport. The Indian Railways are the largest in Asia and the second largest railway system under one management in the world. It is spread over a route network of 61,836 km. operating a fleet of 9,920 locomotives, 38,184 coaching vehicles and 5,33,148 goods wagons. On an average about 12,660 trains are run every day. These figures clearly indicate that the Indian Railways have assumed a vast dimension which obviously has posed hundred of problems. Thousands of complaints are being lodged every year, and I can imagine what is happening, I mean what the headache is of the Union Minister of State for Railways. However, he has tried to face the problems boldly and has tackled the situation in an efficient manner. The mere fact that about Rs. 120 crores have been appropriated towards the Depreciation Reserve Fund, which is nearly 11.7 per cent of the gross receipts and then declaring a surplus of Rs. 69 crores speaks in itself the highly satisfactory performance of the Indian Railways, though the surplus Budget is mainly due to the hike in the freight rates in December, 1986.

The Railways have started mobilising resources of their own for expansion and modernisation. With this object in view, the Railway Department has entered the capital market, and they want to raise resources by issuing 26 lakh secured redeemable 10 per cent tax-free bonds of Rs. 1,000 each, thereby accumulating Rs. 250 crores.

The hon. Minister is trying to do something for the people, giving them concessions in fare and providing them with other benefits. In this context, it deserves mention that the concession in fare for the young, the farmers, war widows, the handicapped who also include the blind, the deaf and dumb and the freight concession on the movement of fodder etc. are the welcome features of the Budget.

I fully agree with the hon. Minister that priority should be given to modernisation, technological upgradation, electrification and rehabilitation to restore the present system in good health instead of starting new railway lines and railway projects as there is financial constraint. I understand that many railway projects already undertaken are yet to be completed. There is pressure from various corners that for the backward areas and remote places railway lines should be started because the railway communication is very essential for their daily earnings and for their sustenance. (*Time bell rings*)

I will speak for another five minutes.

In such cases, uneconomic line should be continued. The Railway revenues art to be increased by suitable procedure. This would be for the betterment of the existing railway system. For example, track renewal is extremely important and need immediate attention because of frequent running of superfast trains and trains carrying a large number of passengers and heavy loads.

[Prof. (Mrs.) Asima Chatterjee]

The railways have taken up an enormous task of conversion from steam to diesel and electric locomotives. This is desirable for avoiding pollution and health hazard and for maintaining cleanliness in the bogies which are found to be covered with fine coal dust in steam locomotives.

Since the Indian Railways are a founder-member of the ESCAP, that is, the Ecqnomic and Social Commission for Asia and Pacific, and also the UIC, the IRCA/Brussels, ORE, UNIC; they enjoy international co-operation and are also given opportunities to participate in the international seminars. This evidently helps our Railway officers, particularly senior officials, to get conversant with new technologies, new methodologies, ultrasonic techniques and other innovations, particularly track maintenance, monitoring procedure, excessive rail and wheel-wear derailments, railway electrification, signalling and telecommunication and the trend of our research and development for safety, security and efficiency in the railway systems. I believe if the Railway officials can appropriately apply their knowledge and experience and also the knowledge gained by attending the seminars, they will certainly improve the present railway system.

So far as the R & D is concerned, more centres should be established. They must work in close collaboration with universities, institutes of technology, institutes of engineering and metallurgy. Metallurgists in particular would assist the railway officials and technocrats to prevent corrosion in rolling stock as the corrosion inflicts a huge loss every year. I suggest that training and refresher courses could be introduced for the relevant railway staff. More sheds and repair workshops are to be set up for proper maintenance.

Coming to safety performance, it must be kept in mind that safety occupies a high place in all operations the Railways which will lose revenue if the people lose confidence in this mode of transport. Particularly accidents are to be minimised as far as practicable. Accidents at level crossings either manned or unmanned due to road users and human failures, accidents due to collisions and derailments may be avoided to a great extent by introducing vigilance control device, vigilance by railway staff and by modernising signalling and telecommunication system using modern equipment, improved and advance technologies and latest electronic devices.

Interlocking of stations, provision of route relay interlocking and centralised operation of points and signals are to be provided.

For safety measures, particularly at level crossings at thickly populated areas, underground railways and railway overbridges are to be arranged.

Coming to the security of the passengers, adequate vigilance staff is necessary. It must be seen that they execute their duties properly. Otherwise the security has no meaning.

Sanitary conditions in trains are very bad. It has also been found that in many cases coaches are in a very bad condition. I was travelling from Madras to Calcutta by midnight. The doors got detached from the coaches. This situation should not happen because this will not be safe for the passengers.

Catering service is not satisfactory in many cases. If possible snack bars should arrange within the trains thus making choice for food to the passengers. In this context it may be mentioned that to promote tourism, tourist centres should be provided with Palace on Wheels attracting the tourists. This will be one of the best ways to earn more revenue.

I will now speak a few words on Railway staff. More amenities and comforts like housing etc. should be provided to them. More railway hospi-

tals, more educational institutions for their children are to be set up. Training and refresher courses should be arranged for the Railway staff in order to be conversant with the modern developments. I learn that about 2.2 lakhs of casual labourers are employed in the Railways. They should be absorbed phase-wise considering the financial stringency. In West Bengal and at many other places those casual labourers who have been retrenched should be reinstated. This will solve their unemployment problem.

Lastly, Railway properties are to be carefully protected and Railway Protection Force needs to be strengthened to keep a constant vigil on tracks, platforms, wagons, thefts and to check the increasing incidence of crimes. Lands belonging to Railways on either side of the tracks are being illegally encroached and leased. Stringent measures should be taken to prevent such illegal occupation.

While concluding I admit that the Railway performance on many aspects is very satisfactory and there has been great improvement in the railway system, but we have much expectation from the young and dynamic Minister of Railways. With these words I conclude, and I support the Railway Budget.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): Since Members are not cooperating with the Chair, if the names of those who are to speak at 6 p.m. are left out, they should not blame the Chair. They should blame their colleagues.

SHRI KALPNATH RAI (Uttar Pradesh): You should not allow.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): How I cannot allow? I cannot come and gag you. I can only tell you this is the time limit. But if you are not conforming to it, then naturally your friends are going to lose chance.

श्री सुखदेव प्रसाद (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष जी, मैं अपने साथियों के इन शब्दों के स थ कि रेल मन्त्री जी तथा रेलवे कर्मचारियों ने एक बहुत अच्छा काम किया है अपने को एसोसियेट करता हूं और उन सब को धन्यवाद देता हूं। श्रीमन्, मैं दुनियां भर की और बातों की ओर न जा कर केवल मुख्य मुद्दों पर आना चाहता हूं। हमारी बहुत सी ऐसी मांगें हैं जो कि बहुत दिनों से पेंडिंग पड़ी हुई हैं। इस पर मैं रेल मन्त्री का विशेष तौर पर मैम्बर (ट्रैफिक) का ध्यान खींचना चाहता हूं। इतने पुराने जमाने से मेरा ख्याल है कि 1975 में छितौनी और बागाह पुल का इन्दिरा जी ने शिलान्यास किया था। श्रीमन्, इन दोनों के बीच में केवल 14 या 15 किलोमीटर का फर्क है लेकिन अगर छितौनी से बागाह जाना चाहें तो सिवाय एक नाव से जिस में तमाम तरह की दुर्घटनाएं होती हैं और कोई दूसरा रास्ता नहीं है या फिर कई सौ किलोमीटर का चक्कर लगा कर जाना पड़ता है। जबकि सीधी दूरी केवल 15 किलोमीटर की है। इसलिए अगर किसी को जाना हो तो इतनी परेशानी का सामना करना पड़ता है कि कहा नहीं जा सकता। यह पश्चिम और उत्तरी बिहार और पूर्वी उत्तर प्रदेश को जोड़ने वाली कड़ी है। इसका निर्णय शीघ्र होना चाहिए। मैं यह निवेदन करूंगा कि माननीय रेल मन्त्री जी इस पर ध्यान दें। दूसरा जो हमारा सब से बड़ा अहम मसला है वह है छितौनी और बनारस की लाइन। इस लाइन को ब्राडगेज में तबदील होते हुए न जाने कितने साल बीत गये। उस भटनी और बनारस लाइन जिसका आप यह समझ लीजिये कि बिहार का बनारस और इलाहाबाद से सीधा सम्पर्क है, यह बिलकुल टूटा हुआ है, न कोई ट्रेन चल पाती है, पता नहीं कितने साल से प्लानिंग चल रही है, यह मेरी समझ में नहीं आता। मैं यह निवेदन करूंगा कम से कम जिन कामों को आपने हाथ में लिया है पहले उनको आप पूरा कर डालिये। दुनियां भर की नयी लाइनों को हाथ में लेने के बजाय आप पहले जिन योजनाओं को

[श्री सुखदेव प्रसाद]

हाथ में लिया जा चुका है उनको पूरा कर डालिये। जैसे जैसे आपकी एकोनोमिक कंडीशन सुधरती जाएगी वैसे आप नयी योजनाओं को हाथ में लेते जाएं। तीसरी चीज मैं यह कहना चाहता हूं कि अवध-आसाम मेल जो एक सप्ताह में चार दिन चलती है उसको आप डेली कर दीजिये क्योंकि उधर बिहार और उत्तर प्रदेश की इतनी ज्यादा भीड़ होती है (व्यवधान) मैं चाहता हूं कि मन्त्री जी स्वयं आ कर देख लें कि किस प्रकार की समस्या है। आप तो वहां आने वाले भी थे। आप आ जाये हम आपको वहां पर दिखला देंगे। मेरा ख्याल है कि यह एक लिंक है इसको आप ठीक ढंग से करें। नार्थ ईस्टर्न का हैडक्वार्टर गोरखपुर में है। केवल एक गाड़ी दिल्ली से चलती है इसके इलावा कोई गाड़ी नहीं है। अवध-आसाम मेल है जो सप्ताह में चार दिन चलती है बाकी दिन नदारद रहती है। एक चीज मैं कहना चाहता हूं जैसे कि मिश्रा जी ने भी कहा कि यह जो आपकी डूअल पालिसी है आप जी०आर०पी० और रेलवे पुलिस दोनों को मत रखिये। जी०आर०पी० के कंडक्ट और रोल को तो आप जान ही चुके हैं। जितनी भी ट्रेन डकैतियां होती हैं, पाकेटमारी होती है उस में ऐसी कोई घटना नहीं होती जिससे जी०आर०पी० वाकिफ नहीं होती। उनको एक-एक पाकेटमार का पता है, एक-एक ट्रेन डकैती का पता है। 1980 में मैं खुद एक ट्रेन डकैती का शिकार हो चुका हूं। उस में जी०आर०पी० के लोग खुद मौजूद थे। इसलिए मैं चाहूंगा कि आप एक ही प्रोटेक्शन फोर्स तैयार कर दें। (व्यवधान) उस ट्रेन में हमारे साथी महावीर प्रसाद जी और सोनकर जी भी डकैती के समय सफर कर रहे थे (व्यवधान) इसलिए मैं यह चाहता हूं कि डूअल पालिसी ठीक नहीं है। आप जिम्मेदारी लीजिये और जिम्मेदारी से ही काम होगा। कोई चीज चोरी चली जाए और वह आदमी पावरफुल हो। तो डकैती होने के थोड़ देर बाद वह चीज वहां पहुंच जायेगी। हमारे एक साथी एम० पी० श्री इंदर लाल है उनके साथ एक बार ऐसा हो चुका है। तो मैं यहां बतलाता हूं कि कम से कम इसको संभालिए इससे बेहतर होगा। आखिर में एक बात और कहूंगा जो सैकेण्ड क्लास में आप ए०सी० कंपार्टमेंट चलाते हैं कम से कम उसमें एक फाटक की व्यवस्था करिये नहीं तो पूरा का पूरा खुला रहता है, डकैत आते हैं, आपको एक साथ बंद कर देते हैं क्या दुर्दशा करते हैं। मैं तो जानता हूं चूंकि फंस चुका हूं। इसलिए आप यह करिये। अन्य जगहों पर जब फाटक लगाते हैं तो चाहे सैकेण्ड क्लास ही चलाते हैं लेकिन उसमें भी फाटक लगा दीजिए ताकि सेफ्टी हो जाये। आप वैशाल में तो कम से कम फर्स्ट क्लास लगा दीजिए, ए०सी० लगा दीजिए क्योंकि जयंत जनता नहीं रह गयी है। इन्हीं शब्दों के साथ मैं माननीय रेल मंत्री जी और पूरे रेल स्टाफ को एक बार फिर धन्यवाद देता हूं।

श्री बंधु महतो (बिहार): उपसभाध्यक्ष महोदय, सदन में जो रेल बजट प्रस्तुत है उसका मैं समर्थन करता हूं। रेल बजट में रेल विभाग के महान उपलब्धियों भावी कार्यक्रमों, परिवहन की कुशलता, कार्यनिष्पादन का जो उल्लेख किया गया है यह वास्तव में प्रशंसनीय है। रेल में आधुनिकीकरण के लिए यात्रियों की सुविधा के लिए, जनता की शिकायतों को दूर करने के लिए, प्रौद्योगिकी के उन्नयन, रेल विद्युतीकरण इत्यादि की व्यवस्था जो बजट में की गई है यह वास्तव में क्रांतिकारी कदम है। लेकिन खेद की बात है कि बिहार की ओर इस बजट में कम ध्यान दिया गया है। बराबर लोग कहते आये हैं सदन में भी अनेक बार सदस्यों ने कहा है कि मुगल सराय से लेकर आसनसोल तक विद्युतीकरण की आवश्यकता है जिससे समय की बचत होगी। बड़ी कठिनाई हो रही है। इसलिए मैं मंत्री जी को सुझाव दे रहा हूं कि इसको अवश्य कराया जाये। फिर हमारे यहां नार्थ बिहार में हसनपुर से लेकर सकरी एक मीटर गेज थी लाइन नहीं है। अभी तक मीटर गेज की लाइन नहीं हो पाई है। इसका इस्टीमेट भी बन चुका था लेकिन यह अभी तक नहीं हुआ है। यह बनना बहुत आवश्यक है क्योंकि यह भाग पिछड़े क्षेत्र में है और यहां सकरी से

हसनपुर क्षेत्र में दो शुगर फैक्टरीज हैं इसलिए इनके माल ढोने में भी कठिनाई होती है और इसके बन जाने से मछली का व्यापार भी वहां काफी बढ़ जायेगा। फिर बराबर समस्तपुर से दरभंगा को बड़ी लाइन के लिए कहा जाता है। दरभंगा सांस्कृतिक और राजनीतिक दृष्टिकोण से काफी आगे बढ़ा हुआ है। वहां ब्राड गेजनहीं पहुंचा है। बराबर मांग होती है कि उसको ब्राड गेज से कनेक्ट किया जाये। यह मेरा भी आग्रह है। अभी अभी सदस्यों ने कहा है कि बगहा छितौनी ब्रिज का बनना आवश्यक है इसको अवश्य बनाया जाये जिससे कि उस इलाके का विकास आगे बढ़ सके? वहां के लोगों को सुविधाएं मिल पाए। फिर पटना-गया लाइन है जो बहुत ही महत्वपूर्ण है क्योंकि सांस्कृतिक दृष्टि से गया बहुत ही प्रसिद्ध जगह है हजारों हजार बुद्धिस्ट लोग जापान से, था इलैंड से वहां जाते हैं। लेकिन वहां दोहरा लाइन नहीं होने से बुद्धिस्ट लोगों को, विदेशी लोगों को काफी, कठिनाई होती है। इसलिए पटना गया लाइन को दोहरीकरण किया जाये डबल लाइन कर जाये जिससे कि आने-जाने वालों को सुविधा मिल सके। हमारे यहां एक जानकी एक्सप्रेस चलती है समस्तपुर में उसका अराइवल रात में 11 बजे है लेकिन इसका अराइवल 8 बजे कर देने से लोगों को काफी सुविधा होगी। खासकर इस ट्रेन से समस्तीपुर और खगड़िया के लोगों को काफी सुविधाएं मिलती है। इसलिए इसका अराइवल 8 बजे कर देने से लोगों को काफी सुविधा होगी। फिर एप्रोच रोड की बात है। बहुत से स्टेशंस उस इलाके में हैं जहां एप्रोच रोडस की कमी है, छोटी लाइन के स्टेशंस में भी कमी है और कहीं है भी तो अच्छी हालत में नहीं है इसलिए एप्रोच रोडस अच्छे बनें इसके लिए मैं मंत्री जी से आग्रह करता हूं।

फिर बहुत से वैटिंग रूमज को मैंने देखा है। हावड़ा, समस्तीपुर, जमशेदपुर और आसनसोल के वैटिंग रूमज को मैंने देखा है। वहां पर अन-अथोराइजड् पैसेंजर्स भरे रहते है और जो बोनाफाइड रहते है उनको बड़ी कठिनाई होती है। सुरक्षा की व्यवस्था के बारे में सुना है कि जी० आर० पी० से सुरक्षा व्यवस्था नहीं हो सकती है इसलिए इसको अवश्य ही रेल विभाग के अण्डर किया जाए जिससे कि अच्छा सुरक्षा व्यवस्था मिल पाए।

इन्हीं शब्दों के साथ में रेल मंत्री जी को बधाई देता हूं कि इन्होंने जनसाधारण के लिये बजट प्रस्तुत किया है। धन्यवाद।

*SHRI R. T. GOPALAN (Tamil Nadu): Mr. Vice Chairman, Sir, before I speak on the Railway Budget I would like to convey condolences on behalf of our party, AIADMK and our Hon. Chief Minister Dr. MGR, to the family members of those who lost their lives and to those injured in the accident which took place on 15th of March near Ariyalur due to a bomb exposion.

An ex-gratia payment of Rs. 10,000 should be granted to the next of kin of those who lost their lives and also to those who were injured. Our Railway Protection Force has been working efficiently. But to tackle such situations they should be vested with some more power. Only then such dangers can be averted.

Our most efficient Railway Minister has presented this year's Budget with no increase in the fares of transportation of both goods and passengers. Concessions given to handicapped persons, farmers, widows of ex-service men is the most appreciable aspect of the Budget. I welcome the consent of computerised reservation system. This system will help in curtailing corruption. It is also a pleasure to know that there is an improvement in the working of the Railways.

I convey my thanks on behalf of Tamil Nadu State for selecting Madras Central, Madras Egmore, Trichi and Madurai as Model Stations. Now I request that the work to develop them into Model stations may be initiated immediately. According to Hon. Minister the number of accidents has decreased. But my suggestion is

*English translation of the original speech delivered in Tamil.

[Shri R. T. Gopalan]

that we should not complaisant with this decrease in the occurrence of accidents but should try to see that no accident takes place as is the case in Japan for the modernisation of railway tracks and railway coaches 31 per cent of the Plan outlay in 1985-86, 1986-87 is being spent as per the Hon. Minister. But since they are being modernised after a long gap these amounts will not be sufficient.

The main aim of the railways should be comfort and safety of the passengers. Hon. Minister has stated that the allocation to the Accident compensation, Safety / and Passenger Amenities Fund has been doubled from Rs. 30 crores to Rs. 60 crores. But this will not be enough. The allocation of funds to the Southern States especially to Tamil Nadu for the construction of new railway lines is not satisfactory.

For the electrification of Cholar pet-Crod-Salem-Bettur broad gauge line only Rs. 50 lakhs has been allocated which will not be enough for organising the plan itself. Electrification of this line is very important. So, I request the Government that this project be completed as soon as possible.

Our Hon. Chief Minister who has great love and affection for the people of Tamil Nadu, is more concerned about Karur-Dindikkal-Tutukudi metre gauge line to be converted into Broad gauge. The total estimated cost for this project is Rs. 60 crores and so far only Rs. 37.22 crores has been spent. This year only Rs. 4.03 crores has been allotted for this project, and it is causing concern because it is moving a Snail's pace. So, I request that some more funds may be allotted for the project to be completed at an early date.

The Madras Beach-LUZ Rapid Transit system requires Rs. 20 crores for its completion. Allocation of Rs. 4 crores for this project raises doubts about its completion. Regarding the sharing of cost of this project, the Chairman, Railway Board, Mr. Prakash Narayan stated that the maximum share should be borne by the States. This proves that the Railway Admn. is not sincere about implementing this project.

In the case of Calcutta Metro-tube Rail project State Governments' contribution was not sought for. Similarly, the cost for the execution of Madras city Mass-rapid transit system also should be borne by the Railway Ministry.

Transportation of passengers and that of goods are the two important aspects of the Railways and so the Ministry is trying to improve the tracks used for this purpose. But there are a few tracks which do not serve both the purposes. For example Madras-Madurai Meter gauge line is mostly used for the transportation of passengers and not for goods. It is because of the well maintained National Highway connecting Madras-Madurai. Hence there is no healthy competition between the railways and road transportation. Lorry service is dominating. Development of the railway track between Madras-Madurai has been at a slow pace. Right from the British period only 20 per cent of it has been modernised. Electrification of railway lines is very essential for the economic development of the country.

The Madras-Trichi line which was decided to be electrified is incomplete. The line upto Villuppuram alone is electrified. Due to reasons best known to the department the equipment brought for this purpose have been removed and the work is left incomplete. So, the Government should see that the work is resumed and the project is completed.

Allocation of Rupees one crore for laying a third railway line to avoid the conjestion of Madras Egmore-Tambaram meter gauge is to be appreciated. But for the double line between Tambaram-Chengulpet only Rs. 1.73 crores has been allocated. This amount is not sufficient for laying the railway track upto Kuduvancheri. If

the Madras -Madurai meter gauge is converted to broad gauge, the transportation of goods will increase by 50 per cent. So, I request the Government to include this in the target, conduct a survey so that at least by the 10th Five Year Plan it could be implemented.

A connecting line between Dindikkal of Tamil Nadu and Kottayam of Kerala is very important, because nearly 25 lakhs of pilgrims visit Sabari Malai and Palani temple. It will be useful for farmers and villagers also to carry their necessary goods. The long standing desire of the Dindikkal-Kadalur railway line will also be fulfilled if this connecting line is laid. Instead of the level crossing in Teni town, I would suggest that an overbridge will be better. I request the Hon. Minister to consider it.

For the modernisation of Perumbur-Integral coach factory and Trichi Golden Rock Railway workshop, the allotted funds are not sufficient and so it is taking a long time for its completion. Whereas the technology in foreign countries is developing at a faster rate. The Government should bear this in mind and see that it is completed fast.

The Perumbur Steam locomotive maintaing Unit and Rail carriage workshop in Madras are functioning with very old and obsolete machinery. Even the sheds are in a deteriorating state. These are to be modernised. The Railway Minister himself stated that renewal of railway tracks is very essential for the development of the country.

India has the longest railway line in the whole of Asia. This line is divided into nine zones but I suggest that some more zones be created.

Regarding the new railway line Projects, importance should be given to backward and under developed areas instead of urban areas. The Railway Board has stated that there will be no improvement in the functioning of railways if new rail-tracks are not laid. More funds should therefore be allocated for the development of railways. While introducing new projects the welfare of the people should be given top priority.

With these words I conclude. Thank you.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): Yes, Mr. Sahu. Only five minutes.

SHRI SANTOSH KUMAR SAHU (Orissa): Mr. Vice-Chairman, Sir I rise to speak on the Railway Budget. I know that the time is very short. However, I would like to make my points.

Sir, for many years we have been participating in the discussion on the Railway Budgets and this time I find that the many points which have been made all these years have been taken care of and I am happy to note that the Railways are on the right track.

Sir, I will be failing in my duty if I do not mention one particular fact here in this House. There have been many Committees like the Railway Tariff Inquiry Committee the Transport Policy Committee, etc. All these committees have recommended greater allocation of funds for generation of natural resources for the development of the railways in the country. I know before five years there was not much depreciation reserve fund. It is good that since the end of the last decade there were Rs. 125 crores, which has gone up to Rs. 820 crores and now it has again gone up to Rs. 1230 crores in 1985-86. This year they have increased it. So these are the way in which there can be an attempt to make a rational financial management of the Railways. All men who run the railways deserve our congratulation and praise.

[Shri Santosh Kumar Sahu]

In the end of the last decade the Railways have been stagnating with a traffic of goods at 150 to 180 million tonnes. Now, at least we are happy that it has gone up to 258 million tonnes of revenue earning traffic. So inspite of all the critism that has been levelled the Raiways have improved and are on the right track. I would like through you, Sir, and the House to congratulate the persons working in the Railways, and I hope sincerely that this will continue and they continue to serve the Railways, with greater devotion and bring prosperity in the future years.

The Indian Railways is one of the largest raiways in the whole of the world. The counry's development depends upon the railway development also; it provides the necessary infrastructure, not only transport but also growth. The industrial deveopment especially depends upon the Railways.

Coming to the other points I would like to point out Sir, that in this Budget we see some improvement made. There have been some super fast trains from Bombay to Cochin, Hyderabad to Cochin, Gauhati to Cochin, Lucknow-Bombay, etc. And the Minister has at least tried to see that second class passengers also get certain amenities like providing some cushions in second-class seats. But I would like to tell you, Sir, that we have been travelling in trains and we find a lot of complaints. We see the glorious part of the Railways but we must also see that there is lack of human care and minimum passenger amenities are provided to the common man like the drinking water, etc. I know pitiable stories about passenger who travel by the Nilanchal Express from Puri to Delhi, which take nearly 38-39 hours. Water is filled up at Puri. For 36 hrs. it is not filled up at any junction. People go to the toilet and they don't get water in toilet for more than 24 hours. These are common things which are there because of negligence. Even if there are complaints, nobody comes up. These small things count, and these things must be looked into. Anyway Sir, I would like to say again that a new beginning has been made to give better hygienic food, the Minister has told. I congratulate him that this attemp has been made. But at the same time I would like to impress upon him that there must be proper supervision also and there must also be varieties. Railway catering once upon a time was one of the best in the country and people were proud of the catering. So let there not be a stereo typed food. In the plane one can afford it because the journey is for 2 or 2-1/2 hours there but here we travel for 24 or 40 hours. People cannot have a choice. They have to go somewhere for food. So these amenities must be looked into No Stale food and tasteless food in aluminium foil can satisfy the need. There must be some provision for Pantry car preparing food in long distance trains.

Then, Sir, we are happy that the transport policy in the Seventh Five Year Plan has really said that we need transport requirements by the Railways, which carries 55 per cent of goods on land. The Railways have played a very vital role in the development of the country during the last 3 years under our dynamic Minister and the people of the Railway Board who are working together. It is producing wonderful results. I am sure it will march ahead with new programmes, with computerisation, new fast moving trains and punctuality. As the Japenese people are proud of the punctuality of their trains, we should also be proud. We must try to achieve such level of excellence.

I will like to point out that the development of my State has been lopsided because of constraint of funds. I

have told this earlier also in this House. It is the legacy of the colonial rule. Our policy is to develop the four metropolitan cities and strengthen those lines. We are neglecting backward areas. The Railways have tried to concentrate on areas where there are big industries and the areas where there are mineral deposits. I would like to state a few points about the development of my State. I am glad that Sambalpur Division is decided to be opened and he has put some money. I will request that when construction is going on, let some officer from the DRM, Bilaspur be posted there as Deputy DRM to start the office at once. Sambalpur-Talchar is the vital link. It connects one part of Orissa with the other. He has tried to augment resources. We are grateful to him. But in this way it will take many years. Some Members said that the projects which have been undertaken should be completed. I have already said many times that narrowgauge train lines are a burden on the economy of the Railways. I come from a backward area. I request for the conversion of Rupse-Baripada-Bangiriposi line from narrow gauge to broad gauge. Some committee has surveyed the area. It has a big potential of timber mineral etc. I think this conversion is necessary not only for the development of the district, but also for the development of the Railways. If we analyse the income pattern of the Railways, out of the income 80 per cent is from passenger traffic on the broad gauge although it is only 55 per cent of the total Railways. The income from narrow gauge is insignificant. (*Time Bell rings*) I hope that the Railways in India would continue to play a very vital role in providing the infra-structure in backward areas in future. The Railways must augment resources.. The Railway Finance Commission is a big step. New light should come in the backward areas and infrastructure should be provided there for their proper development. With these words, I support the Bill.

श्री विट्ठलभाई मोतीराम पटेल (गुजरात) : उपसभाध्यक्ष महोदय, मुझे मजबूर किया गया है बोलने के लिए वरना वक्त की पाबन्दी में होते हुए मैं नहीं बोलना चाहता था। लेकिन रेल मंत्री और रेलवे बोर्ड ने मजबूर कर दिया कि मैं कुछ बोलूं। मैं कोई वहां नई लाइन नहीं मांगता हूं। मैं यह कहना चाहता हूं कि श्री गुलजारी लाल नन्दा ने एक रेल लाइन को सेंक्शन किया था। वह आदिवासी एरिया में लाइन पड़ती है। उस पर काम भी शुरू हुआ था लेकिन रेलवे बोर्ड ने उस काम को रुकवा दिया। इस लाइन के लिए एक हजार रुपया सिर्फ रखा गया है। मोडासा कपडवंज-नाडियाड रेलवे लाइन पर साढ़े तीन करोड़ रुपये खर्च हो चुके हैं। अर्थ वर्क भी हो चुका हैं। आपने बड़ा बुरा काम किया है। मैं आपको कहूंगा कि हम लोग पीसफुल लोग हैं जबतक हो सकेगा बर्दाश्त कर लेंगे। लेकिन जब पेशेंस खत्म होगा तब हम टालरेट भी नहीं कर पायेंगे। हमारा यह इलाका आदिवासी इलाका है, पिछड़ा हुआ इलाका है। जब नन्दा जी रेलवे मिनिस्टर थे तब उन्होंने उस लाइन को स्वीकार किया था। बाद में काम शुरू हुआ और साढ़े तीन करोड़ रुपये खर्च भी हुए और फिर काम बन्द कर दिया गया। रेलवे बोर्ड को ऐसा नहीं करना चाहिए। दूसरी मैं एक नई मांग उठाना चाहता हूं। वेस्टर्न रेलवे को जो भी मुनाफा होता है उसमें से सौ करोड़ रुपये से भी ज्यादा गुजरात से होता है। मैं यह कहना चाहता हूं कि जिस तरह से आप इनकम टैक्स में 85 परसेन्ट स्टेट को दे देते हैं उसी तरह से इसमें भी करना चाहिए और उसी स्टेट में वह मुनाफा खर्च किया जाना चाहिए। आज आपने क्या किया है? गुजरात से इतना मुनाफा होने के बाद भी सिर्फ एक डिफेन्स की रेलवे लाइन भुज में दी है और बाकी कहीं पर हजार या सौ रुपये दे दिये, बाकी गुजरात के लिए कुछ नहीं दिया है। क्या बजट बनाने का यही तरीका है? सारा मुनाफा गुजरात से होता है, लेकिन उसको आप एक रेलवे लाइन नहीं दे रहे हैं। मोडासा-कपडवंज-नाडियाड रेलवे लाइन का काम

[श्री विट्ठलभाई मोतीराम पटेल]

आपने बद कर दिया। यह ठीक नहीं है। आप मोडासा-कपडवंज-नाडियाड रेलवे लाइन का काम फिर से शुरु कीजिये। अगर आप इसको शुरू नहीं करेंगे तो यह सार्वजनिक हित में ठीक नहीं होगा।

दूसरी बात मैं वेस्टर्न रेलवेज के लिए यह कहना चाहता हूं कि वेस्टर्न रेलवे गुजरात में 5 हजार 5 सौ किलोमीटर है, राजस्थान में 2 हजार 4 सौ किलोमीटर है, 14 सौ और 15 सौ किलोमीटर मध्य प्रदेश में है और महाराष्ट्र में केवल 3 सौ किलोमीटर है। लेकिन इसका हैडक्वाटर कहां रखा गया है? वह बम्बई में रखा गया है जहां पर सिर्फ तीन सौ किलोमीटर रेलवे लाइन है। इसका हैडक्वाटर जहां पर यह लाइन 5 हजार 5 सौ किलोमीटर है वहां पर होना चाहिए। ब्रिटिश जमाने में यह हैडक्वाटर बम्बई में रखा गया था। लेकिन आजादी के बाद भी आपने इसको नहीं बदला है। गुजरात राज्य पहले बम्बई में था, लेकिन गुजरात राज्य बनते ही उसका सेक्रेटेरिएट अहमदाबाद में बदल गया। उसी तरह से हरियाणा की राजधानी चण्डीगढ से हटेगी तो क्या उसका सेक्रेटेरिएट वहां से नहीं हटेगा। अगर किसी को तकलीफ होती है तो वह बड़े अफसरों को होती है। गुजरात ड्राई है और बम्बई रंगीला है, क्या इसलिए आप वेस्टर्न रेलवे का हैडक्वार्टर नहीं बदलते हैं? आप तो उनको फोर्स कर सकते हैं। दूसरा एक प्रोपोजल काशी विश्वनाथ से द्वारिका को लिंक करने का मजूर किया गया था, उसका टिकट भी छाप दिया गया था, लेकिन पता नहीं भगवान से ये लोग क्यों नाराज हो गये, उसको कैंसिल कर दिया। इसलिए मैं चाहता हूं कि आप काशी विश्वनाथ को द्वारिका से फिर से लिंक कीजिये। पता नहीं किसी और के इंफ्लूएन्स से आपने इसको बदल दिया और गुजरात और यू०पी० को छोड़ दिया। ऐसा नहीं चलेगा। गुजरात के साथ जो यह अन्याय हुआ है और जो मोडासा-कपडवंज-नाडियाड रेलवे लाइन का काम आपने बद किया है, उसको फिर से शुरू कीजिये। काशी विश्वनाथ को द्वारिका से मिलाइये।

SHRIMATI BIJOYA CHAKRAVARTY (Assam): Mr. Vice-Chairman, Sir, the Railway Minister of this country is a young, healthy and dynamic man but unfortunately enough his budget smacks of senility, anemia and stagnation. The Railway Minister is presenting a negative budget thereby making room for stagnation in a very important sector of public undertaking.

Plainly speaking, the history of Indian Railways is not the history of rapid and broad expansion but a history of concentration. During the last ten years, the contribution of the Railways to the economic growth of the country is disappointing. A department manned by 17 million people could have achieved miracles if it had been growth and result oriented with a set of time-bound programmes. In respect of expansion, the department can never claim something extraordinary. Only 6000 kilometres of new railway lines come on the surface during the four decades of independence. Every State is crying hoarse for railway facilities. But the department is not alive to the needs of the rural people. This position should change. Doubless, ticketless travel is a serious phenomenon in the Railways today. The number of passengers is increasing as days roll by but revenue is not increasing, proportionately. "If you want to travel comfortably in a train, never purchase a ticket." This is how the people remark, I invite the Railway Minister to travel incognito in the train in certain routes and see for himself how things are going on.

The Railways have yet to remove communication bottleneck in the North-East. Six capitals of North-Eastern States are yet to be connected with railway. At a time when we stand poised for welcoming the twenty first century with super computers, superfast communication system, and

an ideal growth of our human resources, the picture is just the contrary with respect to provision of railway facility in the six States and the large part of Assam which still remain in the eighteenth century. What is worse the Government says that railway expansion in the North-East is not economically viable and hence the delay. I strongly feel that the Government is behaving like a private monopolist with the motive to have large profits with minimum cost of production. But I would like to remind the hon. Minister of Railways that the Railways are incurring a loss to the tune of Rs. 97 crores annually during the recent years in its suburban services in the metropolitan cities. These services are running on a high rate of subsidy. The question of economic viability comes only in respect of backward States like Asasm, Orissa and other North-Eastern parts.

In respect of recruitment to Railway services, the local youths haye never received just and fair deal. Appointment is by and large on family links throwing other quaifications to the winds. Resentment among large sections of unemployed youth has been simmering for years together.

The people of Assam fought a battle with the Government for expansion of B.G. lines. We have this broad-gauge line upto Gauhati. Places like Sibsagar, Dibrugarh etc. are not yet linked. I do not know how many more years it will take to link all these towns with a railway line.

Assam contributes 67 per cent of total foreign exchange earning but it gets a stepmotherly treatment from the Central Government. If this trend continues any farther, the people of Assam will surely allow no more such type of colonial exploitation unheard of in the nistory of a democratic country. Moreover, the number of trains is very limited in Assam. What is worse is, most of the coaches are dilapidated. Delhi to Assam train run without pantry car. I myself have got the bitter experience. I travelled on 3rd February and had to spend 8 hrs. without even a cup of tea because the train stops only for two minutes at certain stations.

Railway level crossings are death traps. Government have no funds for manning the level crossings. Accidents and deaths become a normal feature at these level crossings.

The Gauhati Railway Station is the nerve centre of the Railways in the North-East. But the employees work in sub-human conditions. Its expansion is a dire necessity. Then, setting up of a Railway Division at Rangia, Assam has been a longstanding demand of the people and the employees. Assam Railways function from Alipurduar and vested interests rule the roost. If local people are deprived of the benefits from Central institutions in the States, integrated personality of the country will be shattered. Government is adopting an anti-integration policy, turning down the prayers of the people for their legitimate demands.

National integration is not something solid to be dropped down from the air. It is a feeling, a sentiment which requires to be nursed by one and all. If Railways are the symbol of unity as it is commonly advertised its policy must cover the broad spectrum of national hope and aspirations for a fair deal, just deal to all.

Thank you.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): Shri Gaya Chand Bhuyan. Only five minutes please.

SHRI GAYA CHAND BHUYAN (Orissa): Mr. Vice-Chairman, Sir, the so-called surplus budget of the Railways is nothing but a false and deceptive presentation because the freight rates were increased last year in November. The passenger earnings have doubled from Rs. 827.5 crores in 1980-81 to Rs. 1719 crores in

[Shri Gyan Chand Bhuyan]

1985-86. Though there has been increase in passenger earnings, there has been no increase in passenger travel. Therefore, you need not take credit and there is no justification for saying that there is increase in revenue. It has been a regular feature to increase the passenger fare and freight rates. I would like to know from the hon. Minister whether he can give an assurance to this House that at least for the next two years, there will be no increase in passenger fare and freight rates.

Since the time is short, I do not want to repeat whatever has been said by hon. Members preceding me. I support what my colleague, Shri Chander Gowda, said yesterday. Now, I would only like to draw the attention of the hon. Minister to some of the pressing problems in my State. Compared to the total area and population of the country, the area and population of Orissa is 5 per cent and 4 per cent respectively. It is backward State, both agriculturally and industrially. Forty per cent of the people belong to the Scheduled Castes and Scheduled Tribes. Due to lack of railway lines to the required extent, the State has not progressed at all. This has been agitating the minds of the people of Orissa. As in the case of the General Budget in the case of the Railway Budget also, nothing has been provided. If the demands of Orissa had been taken into consideration, the hon. Minister would have provided Rs. 150 crores for the development of railways in the State of Orissa. If you compare Orissa with other States in the context of development before and after Independence, you will find that development in Orissa is the least. Out of 17 lakh employees, the number of Oriyas is just 10,000. The unfortunate fact is that in spite of the pressing demand from the people of Orissa, the Railways have failed to introduce a super-fast train from the capital of the country to the capital of the State though all the State capitals enjoy this facility. Likewise, in the Budget, the per capita Plan investment in Orissa is the lowest when compared to the other States.

There is no provision for the Talcher-Sambalpur and Jakhpura-Banspani lines. Only Rs. three crores and sixty-five lakhs have been provided for maintenance. This is nothing but a mockery of the genuine demands of the State. If you provide only Rs. 3—5 crores we will not be able to solve the problem even after the end of the Twenty-first Century. There is a growing feeling among the people of Orissa that they are under the colonial rule of Delhi and a Subedar is placed there who cannot place the demands of the Orissa people before the Prime Minister, the Railway Minister and the Planning Commission. Agitation has already started a Balasore for example; *rail roko* etc. I warn and caution the Government that if these things go on, a grave situation will arise when you will be helpless.

7 P.M.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): I am sorry that although about four more names are still here of Shri Prithibi Majhi, Shri Tripathi, Shri Radhakrishna Malaviya and Shri B. L. Panwar....

SHRI GHULAM RASOOL MATTO (Jammu and Kashmir): Sir, the decision of the Business Advisory Committee was that the Minister will reply at 7.00 O'clock.

THE VICE-CHAIRMAN (SHRI P. N. SUKUL): That is why I am saying that I am not in a position to give time to any of these speakers. I will now request the Minister to reply.

SHRI MADHAVRAO SCINDIA: Mr. Vice-Chairman, Sir, I note a great sense of relief amongst the Members that I have ultimately been called to speak and I would not like to dissipate that sense of relief by making a very long speech and thereby try their patience further, though I know that

the way you have exercised your authority in the last few hours, you are a man with a very, very kind heart.

I would like to thank the hon. Members for the various suggestions given and I would like to assure them that they will receive our very, very deep consideration.

I would like to reiterate that it is a fact that the Railways have put in a fairly sterling performance and I would also like to emphasise that the credit for this goes to the railway staff who are the men behind the machines. Right from the seniormost officer to the juniormost railway workers all of them, are due a great amount of credit from the nation and from all of us in this House.

A very large amount of credit also goes o the hon. Prime Minister who has from time to time, given us the support, encouragement and guidance that we require and most importantly, has created an environment in which this vast organisation could work. So, I do feel that it is because of the encouragement that we have received from him and because of the hard work of the railway staff that the railways have managed to achieve whatever they did in this particular year.

Sir, I have already covered all the major aspcets in my budget speech. I would only like to deal with some points which emanated from the discussion, that also I will try to shorten a bit because the people I wanted to reply to, do not seem to be present.

Sir, before I go to these points, however, I would like to inform the House that I have now with me the figures for freight loading up to the end of February, that is, for the 11th month period, and I am glad to inform the House that the loading up to the end of February has crossed 27 million tonnes. From the loading that has taken place in March in these 18 or 19 days, I can say with a great degree of confidence that we will cross the 30 million tonnes by the end of the financial year. This was the hope that I had expressed in my budget speech about a month ago. I am also happy to inform the House that the net tonne kilometre per wagon per day, which is the best efficiency indicator, has risen in my budget speech I had said, within the nine months it had risen to 1321 from 1255 in the last year—and now we have the figures to the end of February and I am glad to say that it has now touched 1350 as againt 1277 in the last year. Our effort under the direction of the Prime Minister is to see that the gains of this improvement in productivity are transferred in the form of benefit to the rail users. There is no point in merely satisfying yourself by seeing the figure on paper. Under the Prime Minister's leadership we are trying to transfer these productivity benefits to the lower and middle income group. We fully realise that the ailways are the only means of transport for the weaker sections to travel over a very long distance and, therefore, we do pursue to the extent possible a policy of tariff restraint so that the burden on the weaker sections could be lightened. We firmly believe in pursuance of the policies of the Government towards weaker sections of society. Therefore our yardstick for determining the priorities or the policies must rest on the ultimate benefit that accrues not to the wealthy in this country but to the harijans, the Adivasis and the economically weaker sections of the society. The various concessions that have been elaborated upon in the Railway Budget and the decision not to hike tariffs are in pursuance of this socialist objective.

Now I will deal with the points raised by the hon. Members. Though Mr. Upendra was kind enough to tell me that he had to go for some important work and he and Mr. Sukomal Sen are not here, but

[Shri Madhavrao Scindia]

I must set the record straight. Mr. Sukomal Sen made a surprising remark that the projected surplus of Rs. 69 crores was not real in the commercial sense because we are paying a very low rate of dividend. We do realise that we are a public utility and that we do have to fulfil certain social obligations also. But if we are to look at the working of the railways through a commercial microscope, then you must give us credit for the burden of social obligations that we carry because we consider ourselves a public utility. So if you were to give us credit for Rs. 1300 crores of indirect subsidy that we give—Rs. 1100 crores in passenger travel, about 100 crores for movement of essential commodities which we subsidise and about 70—80 crores in the financing of uneconomic lines which makes a total package of Rs. 1300 crores—and if we were totally commercial organisations, we would run these at least at cost—then the rate of return would not be 6-1|2 per cent, but would become 18 per cent, which is good by any national or international standard.

Again I would like to make it very clear that we have no intention of withdrawing the subsidies. But I am just making a point that if you look at it from a commercial angle, you must give us credit for these particular social obligations that we carry.

[The Vice-Chairman (Shri M.P. Kaushik) in the Chair].

Mr. Sukomal Sen also talked about the deferred dividend liability. This is an inherited liability. There was a deferred dividend liability of about Rs. 545 crores two years ago—i.e. in the year 1984-85, but because of the surplus of Rs. 179 crores in 1985-86, we have reduced this by Rs. 117 crores and the deferred dividend liability now stands at Rs. 428 crores and hopefully, with the help and encouragement that we are receiving from all sections of the House and from all parts of the country, we will continue reducing this liability in future.

Mr. Upendra surprisingly confused the issue by saying that the surplus has been managed through deliberately providing less for new investment and expansion plans. I can understand that coming from a young, enthusiastic Member like Shri Surender Singh, but I cannot understand that coming from Mr. Upendra because he is a person who has worked very closely with the railways, he is a man who should have thorough knowledge of the inside working of the railways. Either it is ignorance or it is feigned ignorance. That is the choice that he has before him. How can he mix up Plan heads with a revenue surplus or deficit? The allocations for new lines, for gauge conversion and for all these activities are not something which has any relationship with the revenue deficit or revenue surplus. This point I had made yesterday, but I would like to set the records straight here also. I would like to mention that this projected surplus of Rs. 69 crores has been arrived at after charging depreciation at 11.7 per cent of capital at charge. A few years ago, ten years ago, a particular Railway Minister had also shown a surplus. That was in 1977 or 1978. At that time the contribution to depreciation reserve fund which Mr. Madhu Dandavate had made was 2.9 per cent of the capital at charge. It is because of this very, very meagre allocation to future investment that we are facing the huge backlogs in things like track renewals and rolling stock today. Now I just want to put the figures before the House so that the situation becomes clear. If we in the railways this year had provided for depreciation reserve fund contribution at 2.9 per cent as was done in 1977, 1978 and 1979, then our surplus this year would not have been Rs. 69 crores. It would have been Rs. 1,084 crores. Conversely, if Mr. Dandavate's Ministry had provided for depreciation reserve fund contribution at 11.7 per cent, instead of a surplus he would have shown a deficit in his first year, of Rs. 295 crores, in his second year of Rs. 406 crores and, in his final year, of Rs. 508 crores. I think all these points have to be kept in mind—that we have provided for a surplus of Rs. 69 crores after a social obligation burden of Rs.

1,300 crores, after providing for our full dividend of, I should think, between Rs. 650 and Rs. 660 crores and after providing for depreciation reserve fund contribution at 11.7 per cent of capital at charge which comes to the astronomical figure of Rs. 1,350 crores, which is our main contribution to internal resource generation in the railways, which used to be 25 per cent of the Plan in those years and which stands today at 63 per cent. In other words, we are trying to lighten the burden on the general exchequer by creating our own internal resource generation. Our friend, Mr. Matto, had also suggested a year or a year and a half ago about floating of railway bonds. This will also go towards that internal resource generation.

Mr. Sukomal Sen and Mr. Upendra have again commented about the operating ratio having gone up to 93.5 per cent. The operating ratio of a railway system is the ratio of working expenses to gross earnings and it is, therefore, by definition, a financial index. It is not an efficiency indicator. It is very simple to lower this operating ratio, if one was to gauge efficiency by it, it would be very simple. You just lower your DRF contribution and down goes your operating ratio to 80 per cent. You just cut your subsidies from 1300 crores to nil, down goes your operating ratio, right down to 80 per cent. You raise your tariff, you don't follow a policy of tariff restraint, down goes your operating ratio to 70—75 per cent. So it is very very easy to manipulate this figure. The real efficiency indicator, as I said, is NT kms.

Sir, I would not like to take much time. I am trying to cut short the various points that I had. I just want to mention that the railways have been absorbing also the rise in the cost of inputs. In the last two years our costs of inputs have risen by about 13 per cent every year, and if you take the tariff hikes in the last two years, they have gone up by about eight per cent only. So, that five per cent means we have absorbed as much as 38 per cent of the total rise in the cost of inputs.

I will now come to Mr. Suraj Prasad who mentioned that certain railways are running at loss and something should be done about this. I have already said that we are subsidizing coaching traffic to the extent of Rs. 1100 crores and, therefore, one has to look at the railways as a whole, because certain zones are passenger-oriented and other zones are freight-oriented. Now, we cross-subsidize our passenger movement by freight loading. Therefore, it would not be fair to look at, say, the North-Eastern Railway, which is a passenger-oriented railway or the Southern Railway, which is a passenger-oriented railway, from the financial angle because those railways are also performing a certain task in their areas which are very necessary and are being cross-subsidized by railways like the Northern Railway or the Central Railway or the South-Eastern Railway. So, it is not right really to look at the financial working of the Railways through the Zones.

I have already talked about the Railway Bonds and the Indian Railway Finance Corporation. I would just like to say that the response to the bond issue has been very, very encouraging and it has been over-subscribed. But I would also like to clarify this because many times Members of Parliament approach me and say, "Now you have got Rs. 250 crores from bonds and now you can spend more money." This Rs. 250 crores is a part of the Annual Plan of Rs. 2,675 crores, and it is not an additionality. Similarly, next year's Rs. 300 crores will also be a part of the Annual Plan of Rs. 2980 crores, and not an additionality.

Mr. Upendra made a rather important point. Many hon. Members of the Opposition have gone on talking about the change in freight taper, the twitch in the tail that took place in November, which was given effect from the 1st of December. Last year was a very unusual year. It was the Pay Commission year which fortunately happens only once in a blue moon, once in five years or 7 years or 10 years. We could not really anticipate what the burden would be. Therefore, we could not provide for it as on the 1st of April, 1986. Really looking at it, we gave seven

[Shri Madhavrao Scindia]

or eight months of respite from any tariff hike. But after that when we suddenly got that extra burden of Rs. 590 crores total—about Rs. 462 crores due to the Pay Commission and another Rs. 128 crores due to factors beyond our control, the Dearness Allowance and various other things—it became impossible to handle this burden all of a sudden in the middle of the year. So, we raised for that particular year only Rs. 320 crores. Out of Rs. 590 crores, Rs. 270 crores also we absorbed, and we projected a deficit of Rs. 95 crores ending on the 31st of March, 1987. I am very hopeful and I have informed already through my Budget speech that we are now expecting not only to bridge that gap but to show a small surplus of Rs. 11 crores. That small surplus of Rs. 11 crores shows that we have not raised any extra amounts. We raised just enough to cover the gap, to give us a chance to try and cover the gap. To say that it was entirely because of that and not due to the effort of the Railways, I do not think, is very correct because this year we will be carrying 7 million tonnes more than the target. The target was 294 million tonnes, and we should be carrying about 301 million tonnes by the end of the financial year. If you wipe out 7 million tonnes, if we had just met our target of 294 million tonnes, 7 million tonnes in money terms would probably mean a net revenue of Rs. 70 crores to Rs. 80 crores, and if that tariff effort of the extra 7 million tonnes had not been put in, we would have again ended with a deficit of at least Rs. 50 crores to Rs. 60 crores, I do not think that you can entirely take away the credit from the Railway staff and the Railway officers.

We are giving priority to modernisation and rehabilitation. Seventy-four per cent of the Plan allocation is being spent on modernisation and rehabilitation. I would like to mention this because Mr. Sukomal Sen and Mr. Upendra again presented a rather confused picture. As far as electrification is concerned, I want to categorically state that our target for the five years is 3,400 km. We have electrified 461 km. in the first year, 560 km. in the second year and 670 km. in the third year, and we intend to electrify the balance about 1700 km. in the last two years. So, we will achieve the target of 3,400 km. This is working out to an annual average of 680 km. I would like to contrast this against the annual average of 304 km. in the Sixth Plan and the annual average of 97 km. in the Janata period. I just thought that I must elaborate on these figures. We are going to achieve a track-renewal target of round about 20,000 km. in the Seventh Five Year Plan. We are going to wipe out the backlog by 1995 because every year alongwith 2,200 km. new arisings accumulate and in addition 2,000 km. of backlog is wiped out. On an average we will be doing about 4,200 kilometres of track renewal every year. We have given substantial allocation for this. It was Rs. 338 crores in 1984--85, Rs. 518 crores in 1985-86, Rs. 579 crores in 1986-87 and Rs. 680 crores in 1987-88. So, in three years the allocation to track renewal has gone up by 100 per cent. I don't think more effort is possible in this regard. Otherwise you will be doing it at the expense of other plan heads.

Mr. Upendra said that we have allocated only Rs. 632 crores for rolling stock against Rs. 956 crores last year. He probably does not know that the entire amount of Rs. 350 crores that will come by way of bond issue and by way of equity capital of the Railway Finance Corporation is being allocated to the rolling stock. Therefore, the total that will be allotted in 1987-88 comes to Rs. 632 crores plus Rs. 350 crores, which is Rs. 982 crores, which is more than Rs. 956 crores allocated last year. We are to take several measures to initiate and bring in the latest state of art technology. I have already talked about the new diesel locomotives, electric locomotives, coach technology, freight bogey, train describer system and computerisation both of freight transport and of passenger reservation. One interesting point I would like to make here is that we have spent approximately Rs. 18 crores on the passenger reservation system, but if you work out the socio-economic benefits, fuel

saved for those who would have had to travel all the time to New Delhi and Old Delhi— they will now have their own terminals if you calculate this it works out to an annual socio-economic benefit of about ten and a half crores rupees. So, I think it is a fairly good investment not only from the point of view of providing another passenger facility, but also from the socio-economic benefit angle.

On research and development also we have increased the allocation from Rupees one crore to Rs. 10 crores. This is in addition to the Rs. 19 crores which was earmarked for RDSO from the Railway revenues.

I do not want to dwell too much on the metropolitan railway system because I have said enough. All over the world this is not the sole responsibility of the railways. Normally this is the responsibility of the metropolitan authority in each city whether it be Soviet Russia, whether it be France, whether it be the United Kingdom. Everywhere it is the metropolitan authorities by which these contributions are made. No contribution in most of the cases is made from the Railway Ministry. Hardly in any country does the Railway Ministry make a contribution. It is normally the local agencies or corporations. So, I do not want to say much about this. All I want to say is that we are very keen to complete it and I am trying to find a practical way to complete it. It is very easy to say that the baby is the Railway's. So, it is the Railway's responsibility. Now with the resource constraints that we are facing today we just do not have the resources to spend on the capital intensive metropolitan projects. The Railway has to ensure that the benefit reaches the country as a whole and at the cost of the entire country we cannot give a lop-sided, allocation just to one particular city. We are very keen and we understand the needs of the cities like Bombay, Calcutta, Madras, Delhi. Their requirements are tremendous. We do understand that. That is why we are trying to find a practical way, a via-media, where all of us can get together and find a way of financing these projects so that within four to five years we can make some meaningful advance and alleviate the transport problems of major metropolitan cities. I would just like to point out here that a lot is talked by the CPM on this. My hon. friends from CPM benches are always talking about Calcutta and neglect of Calcutta. I would just like to elaborate certain figures here that during the three years of the Janata period—when the CPM were very powerful at the Centre—the total contribution to the Calcutta Metro averaged about Rs. 15 crores per annum. It is only after Indira Ji's Government came in, in 1980, that this allocation was steeply stepped up and we are now providing on an average about Rs. 78 to Rs. 82 crores per annum. Whereas when the CPM were powerful, it was averaging Rs. 15 crores. In three years it was Rs. 45 crores. So, I do not think they have any argument. We genuinely feel for the people of Bengal and the people of Calcutta. We are not making a drama of it in just talking about it, but really we are doing something substantial. After Indiraji's Government came to power in 1980 we have made very, very substantial progress. Mr. Gowda compared the figures of total number of passengers carried in 1978-79 and said that total number of passengers carried now has dropped.

SHRI KALPNATH RAI: Most irresponsible Opposition.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): Opposition benches are empty.

श्री कल्पनाथ राय : विरोधी दल का कोई भी नेता सदन में मौजूद नहीं है। यह देश के प्रति कितनी गैर-जिम्मेदारी है।

श्री गुलाम रसूल मट्टू : अपोजीशन की तरफ से हम बैठे हुए हैं।

श्री कल्पनाथ राय : आप तो हमारी ही पार्टी के हैं।

SHRI MADHAVRAO SCINDIA: I do not think it would be right to talk about total number of passengers carried. The total number of passengers carried if you measure them in terms of passenger kilometres it has gone up by 24.7 per cent. Our policy is to carry long distance passengers. This is the thrust of our policy. Therefore, longer the lead, the more passenger kilometres done. This is our policy. Therefore, one must measure in terms of passenger kilometres carried instead of total number of passengers carried. If you look from the passengers angle, it has gone up by 24.7 per cent. I won't talk about Janata Government's performance. It was very dismal.

Mr. Goyal of the Lok Dal has mentioned that we should have more trains like in Europe. He also mentioned that between Munich and Frankfurt and back 47 trains shuttle each way and reservations can be done very easily. I do not think the situations are comparable. We know the pressures on our system, the tremendous amount of traffic and the tremendous demand. I will give one example. The total number of reservations done in the whole of West Germany every day is 40,000 and the total number of reservations done in Delhi alone is 45,000. How can you compare two systems? They are just not comparable.

Regarding accidents, we have improved. Last year's figure was 717 a record low in number of accidents in Indian railway's history. It is the lowest ever figure. In the first 11 months of this year, there is a further improvement by 11.7 per cent. I think many Members have also said that accidents should be avoided, I will be the last person to be satisfied. This is an area where we cannot make any compromise and we can never be satisfied. We must keep on improving. In this context, my friend, Mr. Surendra Singh Thakur who is very well informed and takes a lot of interest in our working mentioned figures about collisions. It is a fact that in the year 1985-86 collisions went up by 17.9 per cent from 39 per cent they went up to 46 per cent. But I am very happy to inform him that this year compared to last year, we have improved by 42.2 per cent. Our collisions have gone down by 42.2 per cent. So the point is well taken. What he said was correct . I think substantial progress has been made.

Regarding puncutality of trains also we are improving. I wont spend much time on that. So far as passenger trains are concerned, I have already announced that the Rajdhani Express from Calcutta will now be arriving in New Delhi at 9.50 a.m. which will ensure that most of hon. friends from the Opposition can arrive in Parliament in time to further raise problems for us.

I would also like to mention that the metregauge system, I feel, is an area which has been neglected somewhat in the past. It is being neglected through no fault of any one. It is always said that ultimately the metregauge is going to be converted into broadgauge-so what is the point in spending money and investing on it. I cannot see it being converted at least in the next decade or two. I think it is high time that we pay a little more attention to it and it is also time that we invest a little more money in it and we set right the system so that it serves the needs of the people. It is also a vast system. In comparison to our broadgauge, it is very small. But if you take our metre-gauge system by itself, it is larger than most systems in the developed countries. So, therefore, we are going to give attention to the metre-gauge system and we are drawing up a comprehensive plan and already this year regarding the rolling stock that has been ordered from ICF, the order for number of coaches for the metre-gauge has been considerably increased. This is in pursuance of our policy to improve the metre-gauge system.

Shri Natha Singh suggested the restoration of certain trains. I am very happy to inform him that instructions have been issued for the restoration of the 23, 24, Bombay-Ferozepore Janata Express from 1st April, 1987.

Shri K. P. Shukla has suggested the introduction of a direct train between Lucknow and Jabalpur. The Railways have anticipated this need and I am glad to say that Lucknow and Jabalpur are being connected by a direct train by way of extension of 109, 110, Lucknow-Manikpur

Chitrakoot-Express to and from Jabalpur from 31st March, 1987.

Mrs. Pratibha Singh talked about Bihar and Shri J. P. Goyal talked about U.P. and said that the condition of coaches is very bad. We are doing our best to improve upon the condition of coaches but they are very, very dependent on the cooperation that we get from the rail users. It is rather surprising that one does not get so many complaints from areas like Tamil Nadu, Karnataka and various places. Most complaints come from U.P., Bihar. It is not as if we are collecting all the worst coaches and putting them on the North Eastern Railway System but the problem is that unfortunately, even if you put a new rake there, within a few days, you find that the fans have gone, the light bulbs have gone. So, therefore, we do seek the cooperation of the travelling public and I am sure, the Members of Parliament would try to create an awareness that this Railway property is not only Government property but it is in the property of the people of that area.

Shri Ghanshyam Singh Ji talked about the road over-bridge at Aligarh between Somna and Kalwa. It is a fact that on both these road over-bridges, the progress is not satisfactory but there has been some problems regarding the contractor and we are sorting them out. I feel that full allocation of money has now been made and I do hope that I am able to complete this in 1987-88. I will pay it special attention. Smt. Krishna Kaul talked about computerised reservation system and the logic for allocation of accommodation of lower berths for ladies the aged and compact accommodation for family should be refined because many times they get separated. This is a genuine problem but we are also new to the computerisation system. We are familiarising ourselves with the system but the logic in the programme is being refined to provide selectivity in the allotment of accommodation to the maximum extent possible and it is expected that this would be possible in the future by July-August. We are trying to work out a programme where certain amount of selectivity can also be exercised. I think, till then, the hon. Member will have to bear with us. I am straying into dangerous ground with people sitting behind me when the outlay of Railways for Bihar was talked about. I think that the Railways are an organisation which serve the needs of the country and the developmen in the Railways is looked at from the angle of the optimising the operational efficiency of the Railways. But even if you look at it from the point of view of Bihar, in the last few years, major gauge conversion projects from Barabanki to Samastipur costing Rs. 135 crores and from Barauni to Katihar costing Rs. 54 crores have been completed and the new broad-gauge line between Talgadia to Tupkadih costing approximately Rs. 14 crores is expected to be commissioned very shortly also. In gauge conversion, almost 15 per cent of the allocation this year has been given to the State of Bihar and similarly in traffiv facilities to 15 per cent of the allocations have gone to the State of Bihar. I would also like to talk about the North Eastern Region here covered by North East Frontier Railways. The Prime Minister has directed us to ensure that certain priority is given to areas which are far-flung. And allow them to come, in a meaningful manner, into the national mainstream; give them proper connections. So I am expecting these five railway lines in N.F. to be completed within the Seventh Five Year Plan and we have increased the allocation compared to last year by about 35 to 36 per cent. As regards Amgujti-Tuli line there is a dispute between the Nagaland Government and the Assam Government—the line falls between the two States—and if they were to resolve the dispute and if they could give me a green signal, we can even complete it within the Seventh Five Year Plan. This depends upon whether they could resolve their dispute or not. Shrimati Pratibha Singh talked about Jamalpur Workshop, that it should be developed. A feasibility study for modernisation of Jamalpur is in progress. I have recently been to Jamalpur. A comprehensive plan is being prepared for modernisation of Jamalpur. I am certainly giving it my

[Shri Madhavrao Scindia]

attention. Mr. Sukomal Sen made a point about staff having come down. Staff has not come down. Employees have gone up from 14.4 lakhs in 1974-75 to 16.1 lakhs in 1985-86; their productivity also has gone up. Shri Upendra said that 7000 quarters are being constructed every year and that it is a very low figure. But ten years ago only 3500 quarters used to be constructed every year. We have increased it to the maximum extent possible. Shri Sukhdev Prasad talked about RPF being given more powers. There is a constitutional problem here. Law and order being a State subject, it is a preserve which is jealously guarded by the State Governments and it does create a lot of complications for us. Shri Gopalan supported this view.

Sir, I think I have more or less covered the important points. The various other points which honourable Members have raised, I shall certainly answer them through correspondence or they can certainly come and see me; we can discuss the issues. Whatever has been achieved in the railways, I would like reiterate, has been achieved because of a great deal of support and undestanding that we have received from all sections of the House and even in the criticism that is offered in a constructive manner by most, I see more warmth than heat; there is a lot of sentiment in that warmth and I very much appreciate this constructive attitude that has been shown ... (*interruption*) Yes, Modasa line has been talked about by Shri Vithalbhaiji. I shall certainly have another look into this particular line and see what we can do about it. So, as I was saying, Sir, I am very grateful and I very much appreciate this warmth and this undestanding that has been shown by all sections of the House. We welcome criticism and I am sure with the constant support, help and understanding in future we will continue to make strides under the direction of our Prime Minister in the country as a whole and in the railways in particular. Thank you very much.

श्री भंवरलाल पंवार (राजस्थान) : माननीय उपसभाध्यक्ष महोदय, जिन चार सदस्यों के नाम रह गये है उनकी जो मांगें हैं वे मंत्री जी को लिख कर दे दें। उसका समर्थन करते हुए मैं यह कहना चाहता हूं कि मंत्री जी उनका जवाब देने के लिए एक स्टेटमेंट सदन में करें।

उपसभाध्यक्ष (श्री एम. पी. कौशिक) आपको इंडोविजुअल जवाब मिल जाएगा।

श्री रजनीरंजन साहू (बिहार) : बिहार के बारे में मैंने मोटर गैज और ब्रॉड गेज की मांग की उसके लिए क्या कर रहे हैं **(व्यवधान)**

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): You write a letter.

I shall now put to vote the motion for consideration.

The question is—

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1987-88 for the purpose of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): We shall now take up the clause-by-clause consideration of the Bill.

Clauses 2 *and* 3 *and the Schedules were added to the Bill.*

Clause 1, *the Enacting Formula and the Title were added to the Bill.*

SHRI MADHAVRAV SCINDIA: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): I shall now put the motion regarding the Appropriation (Railways) No. 2 Bill, 1987, to vote.

The question is :

"That the Bill to authorise payment and appropriation of certain further

sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): We shall now take up the clause-by-clause consideration of the Bill.

Clause 2 and 3 and the Schedule were added to the Bill.

Clause 1 the Enacting Formula and the Title were added to the Bill.

SHRI MADHAVRAO SCINDIA: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): I shall now put the Appropriation (Railways) No. 3 Bill, 1987 to vote:

The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on he 31st day of March, 1985 in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): We shall now take up the clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1 the Enacting Formula and the Title were added to the Bill.

SHRI MADHAVRAO SCINDIA: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): I shall now put the Resolution moved by Shri Madhavrao Scindia to vote.

The question is:

"That this Honse approves the recommendations made in paragraphs 8 to 12 contained in the Seventh Report of the Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and General Finance, which was presented to the Parliament on the 24th February, 1987.

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): The House now stands adjourned till 11.00 A.M. tomorrow.

The House then adjourned at forty-five minutes past seven of the Clock till eleven of the Clock on Friday, the 20th March, 1987.